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Anaheim General Plan

Prepared by the City of Anaheim, California

Anaheim General Plan

[Anaheim, Develop. services dept]
City planning Anaheim

Anaheim Planning Commission
City Hall, Anaheim, California

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Letter of Transmittal



City Planning Commission
City of Anaheim
Anaheim, California

Gentlemen:

The Development Services Department is pleased to present the Anaheim General Plan.

You are well aware that this document represents the culmination of a substantial effort upon the part of members of the Planning Commission, citizens and citizen groups, and of city department staffs. The goals and objectives expressed are long range and comprehensive in nature providing a framework within which community growth can proceed in an orderly fashion resulting in the enrichment of the community's environment.

Appreciation is expressed for the cooperation and guidance received from the staffs of the several departments of the city and the many interested citizens' organizations, civic groups and agencies who participated in the preparation of the Anaheim General Plan.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Alan G. Orsborn", is written over a light-colored background.

Alan G. Orsborn, Director
Development Services

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I. INTRODUCTION

Acknowledgment

We wish particularly to acknowledge with appreciation the cooperation of personnel from the many public and private agencies outside of the City of Anaheim who have been consulted in the course of this study.

Prepared by the Development Services Department,
Alan G. Orsborn, Director.

Address all requests for copies of this report to:

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P. O. Box 3222
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INTRODUCTION

To plan is to prepare for the future. The future to most Southern California communities means growth, sometimes spectacular growth, which is usually welcomed and encouraged. The word growth brings to mind more people, expanded commercial and industrial enterprise, and a greater opportunity to provide residents with a better way of life. However, growth is accompanied by a need for additional schools, streets, sewer lines, water lines, parks, libraries, police facilities and fire protection.

The initial step in preparing the Anaheim General Plan was to determine the long-range goals and objectives of the community. This entailed a determination of what standards should serve as guidelines for the future development and redevelopment of the City, what types of land use are appropriate, and how much land should be allocated to each type of use.

Once land use determinations are made and documented on the General Plan, the Plan can serve as a tool and frame of reference for use by City officials and citizens alike. This tool aids public agencies in determining the amount and location of public facilities that will ultimately be necessary to adequately serve anticipated growth and development.

The Anaheim General Plan is not a precise plan and does not show, nor intend to show, the exact land use pattern which will in fact occur. Instead, it indicates the general location of land uses and the interrelationships of various land use patterns. The Plan constitutes an expression of current City policies and provides a basis from which decisions relating to specific land use proposals can be made.

The General Plan will require periodic review and analysis. Development proposals which represent major changes to existing policies can be analyzed for their impact upon existing community development and facilities. The cumulative effect of a series of smaller changes can also be gauged and facilities upgraded when called for by City standards. The results of these appraisals are then reported to the Planning Commission and City Council. The Plan should be amended when necessary but only as often as required to keep the Plan current with the major overall growth and development policies of the community.

Implementation of the Plan is primarily accomplished through the application of zoning and subdivision ordinances, site development stan-

dards, and engineering requirements. In the future, increased emphasis will be given site planning studies which explore alternative means of solving specific area development problems.

THE PLANNING FUNCTION

The City Charter provides for the appointment of a Planning Commission and other appropriate advisory boards or commissions. The Anaheim Planning Commission consists of seven appointed members who have the following powers:

- * To recommend to the City Council, after a public hearing, the adoption, amendment, or repeal of a General Plan, or any part thereof, for guidance in the physical development of the city;
- * To exercise such functions with respect to land subdivisions, zoning, building, land use, and related matters as provided for in the City Charter and Ordinances.

The Development Services Department was formed in 1964 to interrelate and coordinate the activities of planning, zoning, and building. The principle responsibilities of this Department are: 1) to effectively coordinate all activities relating to development from the planning stage to the completion of construction; and 2) to provide technical staff assistance to citizens, developers, the City Council, the Planning Commission, and other City departments.

The Planning and Zoning Divisions are concerned with matters pertaining to:

- * Plans for the immediate and long-range growth and development of the city;
- * Research and special studies relating to the preparation of the General Plan, precise plans and zoning ordinances;
- * The administration and enforcement of City zoning codes and related ordinances.

The Building Division is concerned with all aspects of administering and

ORANGE COUNTY LOCATION MAP



enforcing City building codes, other related City ordinances, and County Health Department requirements.

BACKGROUND

From the original mile-square townsite west of the Santa Ana River, Anaheim has grown so that its 165,000 residents occupy more than thirty-three square miles. The City now extends approximately four miles in a north-south direction, and nearly thirteen miles in an east-west direction, crossing over the River into the Santa Ana Canyon.

Through the years, the community has exhibited a progressive attitude toward diversified growth and has adopted long-range goals and objectives to guide development. In 1963, the Anaheim General Plan was adopted. This document contains land use policies and proposals for a thirty-four square mile area located north and west of the Santa Ana River. Two years later the Hill and Canyon General Plan was adopted for a thirteen square mile area located south of the Santa Ana River and east of the Newport Freeway.

The community's land use policies have changed significantly since the adoption of the Anaheim General Plan in 1963. This factor, coupled with the need for one comprehensive document led to the preparation of the current Anaheim General Plan.

Most of the land west of the Santa Ana River is developed for urban uses, and land use patterns are firmly established. Future considerations regarding the development of remaining vacant land consist of melding together existing patterns in a manner that will reduce conflicts between different types of uses. Few land use policy changes have taken place in the Santa Ana Canyon area. Consequently, the Hill and Canyon General Plan has been incorporated into this updated document with only minor revisions.

ASSUMPTIONS

General Plan proposals are based upon certain assumptions about the future. The assumptions underlying this Plan are these:

- * Orange County will continue to feel the pressure of rapid growth with 2.5 million residents expected by 1980. The Santa Ana Canyon area, because of its location and character, will attract a large number of

families interested in purchasing single-family homes.

- * Anaheim's role in the County's economy will assume increasing importance. Anaheim will retain and enhance its position as a tourist, convention, recreation, and industrial center.
- * The County peninsula between Brookhurst and Gilbert Streets, and the thirteen square mile area north of the ridge-line on the Nohl Ranch will ultimately be within the City's corporate limits.
- * Neighboring cities will provide a full range of community facilities which will meet the needs and requirements of their residents for education, recreation, shopping and other public facilities.

COMMUNITY GOALS

The Anaheim General Plan is based upon the following community-wide goals:

- * Maintain and enhance the residential environment of Anaheim's living areas.
- * Maintain and enhance Anaheim as a regional, cultural and employment center by diversifying and stabilizing the economic base of the community to retain a low tax rate for its citizens.
- * Maintain and encourage Anaheim's position as a nationally recognized tourist-convention and recreation center.
- * Provide all working, living and recreation areas with a full range of community facilities and services.

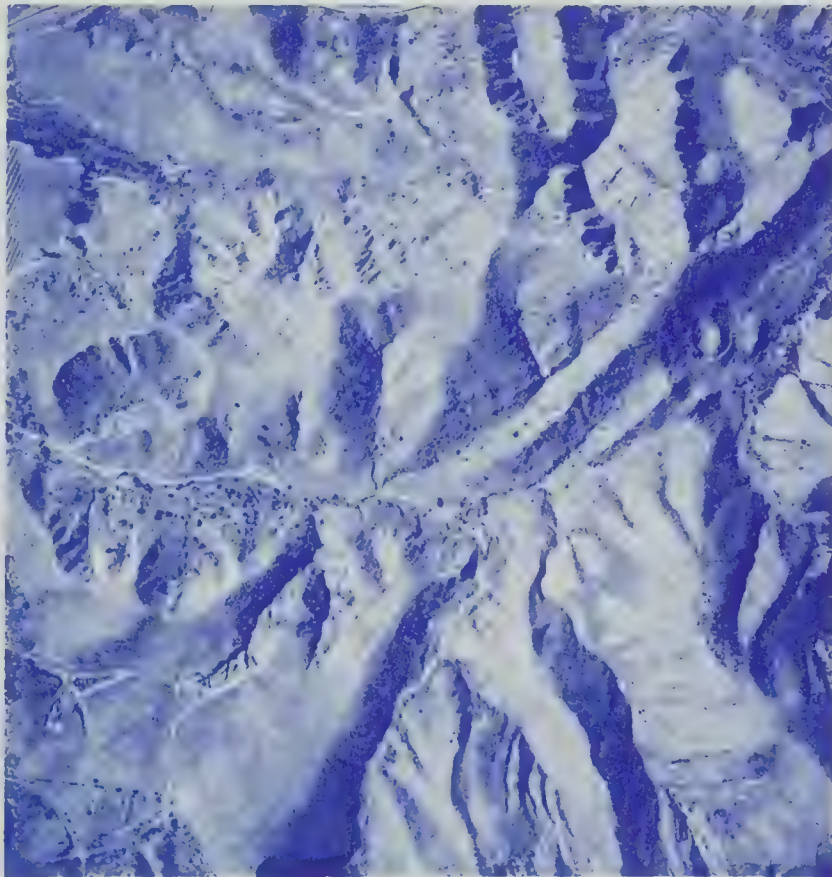
These broad and general goals are translated into more detailed objectives and policies which spell out considerations regarding the future development of residential, industrial, commercial, and recreational areas, including the provision of community facilities and arterial highways within the community and its environs.

THE PLANNING AREA

The Anaheim General Plan contains land use proposals for a forty-seven square mile planning area generally bounded by: Holder Avenue on the

west; the Riverside Freeway and Orangethorpe Avenue on the north; Gypsum Canyon on the east; and Chapman Avenue, the Santa Ana River, and the ridge-line formed by the Santa Ana Mountains on the south. Current information pertaining to adjoining city and County areas is also included to show adopted policies, general trends, and land use relationships.

The Santa Ana River divides this planning area into two separate geographic sub-areas, each having distinctly different topographical and land use characteristics. These areas shall be referred to as Area A and Area B.



Portion of Area B



Portion of Area A

II. ELEMENTS OF THE PLAN

ELEMENTS OF THE PLAN

PLANNING AREA A

Planning Area A encompasses thirty-four square miles generally located north and west of the Santa Ana River. Most of this area is presently within the Anaheim corporate limits. However, the Plan contains land use proposals for:

- * The County peninsula between Gilbert and Brookhurst Streets;
- * Unincorporated areas immediately west of the Santa Ana River;
- * Unincorporated portions of the Northeast Industrial Area located south of Orangethorpe Avenue, extending east to Imperial Highway;
- * Properties located north of Orangethorpe Avenue and west of Imperial Highway.

Most of the urban development within the corporate limits of Anaheim is located in this Planning Area. Approximately seventy-two percent of the land area is presently developed for urban uses.^{*} Major factors which have contributed to rapid growth and development are:

- * Progressive community policies;
- * Location within, and excellent access to, the entire Southern California region;
- * Relatively level topography that consists of an alluvial fan formed by the Santa Ana River watershed which has a fall of fifteen to twenty feet per mile.

Land use patterns have been firmly established; therefore alternative methods of developing the remaining vacant land will be primarily limited to completing present land use trends.

^{*}*An urbanized area is defined as an area having a population density of more than five persons per acre or as an area used for commercial or industrial purposes, excluding agriculture.*

Housing and Residential Areas

PRESENT STATUS

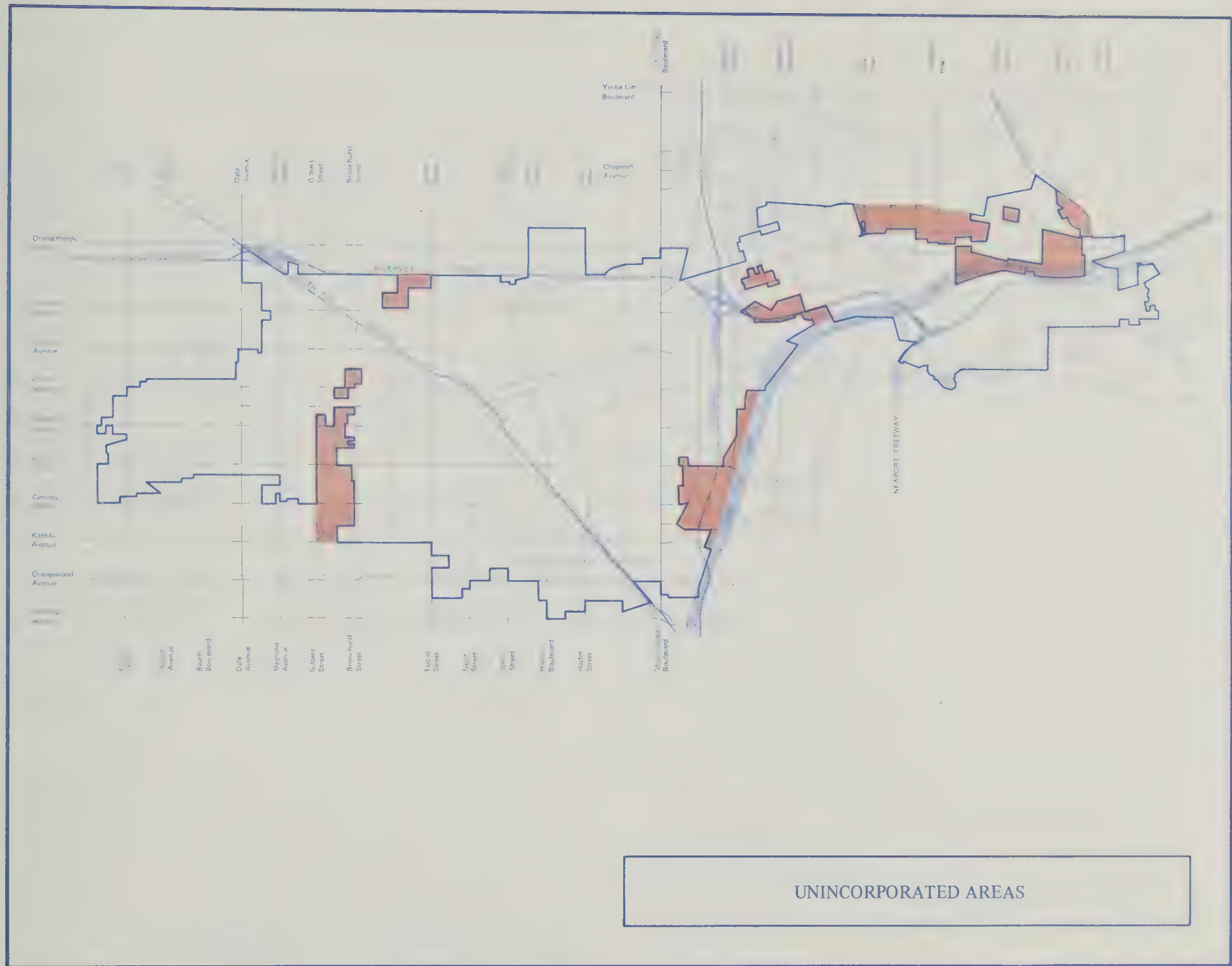
The original townsite of Anaheim (founded in 1857) is located within Planning Area A. Although a few of the earlier structures remain, the vast majority of homes have been constructed since 1955 when Anaheim began to experience a period of dramatic growth and development. Today more than ninety-six percent of the City's total residential development is located within this Planning Area. Fortunately, this development has produced a wide variety of housing types in terms of design, size, and price range. For the most part, subdivisions are well maintained. Remodeling and additions are common, and with few exceptions, most homes have increased markedly in value since construction.

Since 1959, the number of multiple-family units constructed annually has exceeded single-family development. During the period 1950-1959, thirty percent of the total dwelling units constructed were of the multiple-family type. However, this percentage increased to sixty-two percent during the period 1960-1968. The increase in multiple-family unit construction is related to three primary factors:

- * Rising land values;
- * Housing demand;
- * The community's desire to accommodate this demand by recognizing the need to provide for a broader range and variety of housing for persons employed in local industries.

This trend can be expected to continue because more than ninety-five percent of the total acreage planned for low density, single-family use is developed.

A realization of the above factors prompted a recent analysis of vacant land within Planning Area A to determine where multiple-family dwelling unit construction would be compatible with existing land uses. Sites considered appropriate for multiple-family development have been incorporated into the Plan. The most obvious revisions in land use policy are found in the area east of State College Boulevard.



City and County subdivision ordinances have, in the past, permitted the development of single-family homes which take direct access from or "front-on" arterial highways. While subdivisions were developed which incorporated the use of frontage roads, alleys, and the practice of orienting homes to local streets so they "backed-up" to arterial highways, these techniques were generally discredited as being uneconomic or a poor utilization of the land.

When planning arterial highway locations, it was possible to project future traffic volumes and land requirements; however, it was difficult to predict the visual and psychological intrusion of traffic upon the living environment of properties adjacent to these highways. The question of environment became more significant when the community experienced the economic pressures of property developers seeking to utilize homesites for other (primarily commercial) types of land use. These factors led to the conclusion that more intense land uses were justified for front-on properties, and few attempts were made to explore methods of enhancing the residential environment and preserving the purpose for which these lots were initially intended - a residential home-site. Therefore, it has been difficult for the community to place subsequent requests for commercial conversion in proper perspective.

Alternative solutions to problems related to the retention or conversion of front-on properties have now been analyzed and documented in a report entitled: A Study of the Problem of Residential Homes Fronting on Arterial Highways. As a result of this report, the following findings have been established:

- * There are 2,121 residential lots fronting on streets currently designated as arterial highways.
- * There are 1,945 homes that should be retained for residential use.
- * There are practical and acceptable methods of preserving and enhancing the residential environment through the use of visual screening and sound buffering techniques.

Sites considered appropriate for future or continued residential use have been incorporated into the General Plan.

FUTURE OUTLOOK

Since most of the residences within this Planning Area have been constructed during the past fifteen years, housing is relatively new and well maintained; however, the problem of aging structures is evident in portions of the older Center City Area, and this problem can be expected to increase with time. The community recognizes the threat of further deterioration in older residential areas, and alternative methods of redevelopment and revitalization have been explored in conjunction with the Center City Study. Proposals contained in this study are not included in the Plan at this time because the policies and programs necessary to implement a complex program of this type have not been adopted or established.

If nothing is done to revitalize the older residential areas, costs of public services will exceed revenues. The spread of blight would compound this economically unsound alternative.

Distinct advantages to the community resulting from the redevelopment of these older residential areas are:

- * Blight can be curbed and eventually eliminated through private renewal.
- * Renewal of the central business district would be accelerated because of increased market support.
- * Housing convenient to major employment centers would be provided.
- * The community would benefit from increased tax revenues and improved stability.

The Plan proposes no ready solution for the redevelopment of aging areas; instead it reflects existing land use policies expressed in terms of multiple-family zoning. Multiple-family zoning has been implemented in anticipation that deteriorating structures will be replaced by new apartment buildings. The precedent for the conversion of single-family areas to multiple-family areas is well documented in the City of Los Angeles where older, single-family residences have been replaced by multiple-family developments. Only a limited amount of this type of construction has taken place in Anaheim to date. Large-scale apartment development is not yet practical because of the difficulty of assembling small parcels,

and less expensive vacant land is available in other parts of the community.

The construction of new residential complexes in the aging areas can be anticipated when:

- * Development becomes economically feasible;
- * Land that is currently vacant becomes utilized;
- * Developers are convinced of the area's stability as evidenced by remodeling and revitalization activity;
- * Circulation linkage with other areas of the City and the freeway system is improved.

The recommendation is made that the Plan be amended to include proposals contained in the Center City Study when adequate public support is evident and that precise plans for the conversion of older areas not included in the Center City study be prepared as soon as possible. Implementation of the residential land use proposals contained in the Center City study will require the codification of zones and standards designed to accommodate high-density development.

The Plan proposes that residential areas outside the Center City Area be retained for their present use. The proximity of these residential areas to centers of employment and the freeway system tends to insure their stability.

The community recognizes the importance of maintaining the health and stability of these newer, but established, residential areas by:

- * Preventing the intrusion of non-compatible uses;
- * Implementing codified housing standards which would be enforced if signs of deterioration and neglect became evident.

Should any of these areas begin declining in values and environment, the spread of blight through subdivisions could be swift and devastating.

Multiple-family units will constitute two-thirds of the total number of dwelling units constructed at saturation if Planning Area A develops as

proposed. If redevelopment of the Center City Area is undertaken as proposed in the Center City report, the ratio of multiple to single-family units will increase significantly.

OBJECTIVES AND POLICIES

The basic objective in planning residential land uses is to provide for and maintain a safe, attractive, and desirable living environment for all residents of the community. This objective can be accomplished through the application of certain policies which, for the City of Anaheim, include the following:

- * Encourage the development of a broad range and variety of single and multiple-family dwelling unit types which will complement existing land use and meet the housing needs of:
 - * families of varying sizes, incomes, and age groups; and
 - * persons expected to be employed in the community as a result of industrial and commercial growth.
- * Encourage the development of attractive residential areas through the application of appropriate site development standards.
- * Periodically review and update appropriate codes and policies to provide for continued quality development.
- * Exclude industrial and commercial uses from residential areas.
- * Design street systems in residential areas which discourage use by through or non-residential traffic; yet providing all residential areas and sites with adequate access to thoroughfares and transportation facilities, fire and police protection, public utilities, and other community services.
- * Require that future residential structures constructed adjacent to arterial highways be oriented away from the highway and screened through the use of visual and sound buffers.
- * Encourage the preservation of existing residential environments where structures face or "front-on" any arterial highway by providing for the use of visual and sound buffering techniques.



Medium Density Residential development



Low-Medium Density Residential development



Low Density Residential development



Screening treatment for home fronting-on an arterial highway

- * Encourage the retention of residential areas by limiting the conversion of single-family homes to higher density residential or commercial uses, except in areas designed for such redevelopment.
- * Encourage multiple-family development at a number of appropriate locations throughout the community; thereby providing for a variety of housing while reducing the congestion common to large concentrations of apartments.
- * Provide for multiple-family housing in close proximity to work areas, commercial areas, and arterial highways; thereby offering convenience to residents while reducing traffic movement.
- * Enhance the environmental aspects of apartment development by designating sites adjacent to public open-space such as schools, parks, and golf courses for multiple-family use.

RESIDENTIAL DENSITIES AND DISTRIBUTION

Density is the unit of measure used to compare and describe the intensity of residential land use. Different categories of density constitute policy statements establishing the concept of development considered appropriate at various locations within the Planning Area.

Approximately forty-five percent of the total acreage within Planning Area A is designated for residential use. Three categories of residential density - Low, Low-Medium, and Medium - have been incorporated into the General Plan. Each of these categories is implemented by one or more zone classifications.

The density that actually develops in a particular area or on a particular site will be determined by the zone classification within which the property is located and the site development standards that pertain to each particular zone.

Low Density:

This category is implemented by the R-O and R-1, One-Family Residential Zone classifications. Typical development consists of single-family residential subdivisions having 6000-7200 square foot lots. This symbology includes existing land use patterns and the logical extension of these patterns into undeveloped areas. The Low Density designation

has been retained for residential homes "fronting on" arterial highways except where:

- * A policy of conversion to commercial use has been approved in conjunction with A Study of the Problem of Residential Homes Fronting on Arterial Highways or through zoning actions; and
- * Where a trend to commercial conversion includes all but a few residential lots.

Sixty-seven percent (6,600 acres) of the total acreage allocated for residential use within Planning Area A is included in this category.

Low-Medium Density:

This category is implemented by either the R-2-5000, One-Family Residential Zone; the R-2, Multiple-Family Residential Zone; or standards governing mobile-home park development.

Small lot, single-family subdivisions, apartment complexes, and Planned Residential Developments are typical of development at this density. Based upon the experience of the past few years, it is anticipated that most areas designated Low-Medium Density will be developed for small lot, single-family subdivisions. Included within this symbology are:

- * Areas presently developed at Low-Medium Densities or where specific density policies have been established; and
- * Areas that contain odd-shaped parcels suitable for apartment development, but limited in developable density because of proximity to single-family homes.

A transition in residential densities may be appropriate in areas where conflicts in land use might result if apartments were constructed on vacant land adjacent to existing single-family subdivisions. By transitioning from Low to Low-Medium to Medium Density, it is possible, through design, to eliminate or reduce conflicting factors.

Nine percent (864 acres) of the total acreage allocated for residential use in Planning Area A is included in this category.

Medium Density:

This category is typically implemented by the R-3, Multiple-Family Residential Zone and standards governing mobile-home park development. Development in this density category typically takes the form of apartment complexes and Planned Residential Developments. General Plan symbology includes:

- * Areas presently developed at Medium Densities;
- * Areas determined to be appropriate for apartment development as a result of a City-wide vacant land analysis conducted in conjunction with the preparation of the Plan;
- * Areas in the central portion of the City which are zoned for Medium Density development although presently developed with older single-family residences;
- * Areas that represent a logical extension of existing Medium Density land use patterns.

Twenty-four percent (2,346 acres) of the total acreage allocated for residential use in Planning Area A is included in this category.

Population

PRESENT STATUS

Population studies are essential to understanding the number, composition, and spatial distribution of present and future residents of the community. These studies provide a basis for determining the types, locations, and quantities of community facilities such as schools, parks, libraries, streets, and utilities to be provided in accordance with standards adopted by the various public agencies responsible for maintaining adequate levels of service.

Two comprehensive censuses have been taken since the mid-1950's when Anaheim began to rapidly urbanize. A 1960 decennial census was conducted by the United States Department of Commerce, Bureau of the Census, and in 1966, the Anaheim Special Census was conducted by the State Department of Finance at the City's request. Special Census data have since been updated with annual residential construction and occu-

pancy information. Beginning in 1970, the Bureau of the Census anticipates conducting a census every five years. This information will improve the reliability of subsequent population projections because it will be possible to more quickly identify significant trends and changes taking place within the community.

Population data for both the 1960 and 1966 censuses were compiled for all incorporated areas of the City. A brief summary of facts pertinent to population size and composition are listed below. Since only a limited portion of Planning Area B was incorporated and developed by 1966, no adjustment of City-wide census findings has been made.

	<u>1960</u>	<u>1966</u>
Incorporated Area	25 sq. mi.	31 sq. mi.
Total Population	104,200	148,800
Average Population Per Dwelling Unit		
Single-family	3.8*	3.9
Multiple-family	2.2*	2.4
Median Age	26.3	24.9
Median Family Income	\$7,625	\$9,165

*Factors derived from select census tracts containing all single or all multiple dwelling units in 1960

FUTURE OUTLOOK

It is difficult to estimate the effects regional and national population trends will have upon a relatively small area such as an individual city - especially a city that has undergone rapid growth. A number of methods are used to project population; however, the logistical curve technique is considered relatively reliable in instances where it is possible to predict future patterns and densities of development with a high degree of accuracy. The logistical curve method is based upon the assumption that future population growth will be limited by land availability to an estimated saturation figure and that the growth rate will decrease as saturation is approached. Factors taken into consideration for projecting population growth within Planning Area A were:

- * That residentially planned areas are approaching saturation;
- * That given a knowledge of densities common to different residential zones, residential construction rates, topography, existing land use policies, and areas of proposed change, it is possible to reasonably project anticipated growth;
- * That a relatively small percentage of the total planned residential acreage will redevelop during the next twenty years; and
- * That the continued growth and development of Anaheim's industrial areas will result in a continued demand for housing. In Planning Area A, land supply rather than demand will be the limiting factor.

Based upon the approach outlined above and the average household occupancy factor (family size) established by the 1966 Special Census, it is estimated that by 1989, 220,800 persons will live within Planning Area A. A population of 235,500 is projected at saturation. These estimates include the use of a three percent vacancy factor.

An additional and separate population projection was made in an effort to test the premise that declining birth rates will reduce the average household occupancy factor reported in the 1966 Special Census. Crude birth rate factors in Anaheim have paralleled national trends, cycling from a low of 17.3 births per thousand population in 1940 to a high of 33.7 in 1957. The current (1968) crude birth rate factor is 17.4 births per thousand.

For projection purposes, the historical birth rate cycle was extended and gradually increased but terminated below previous highs to reflect a maturing of the community. Net annual migration trends were projected and added to births to establish total annual population increase. This increase was then adjusted to correspond with anticipated housing supply which was decreased as planned residential land approached saturation.

Conclusions reached as a result of this latter projection are that average household occupancy factors, taking both multiple and single-family dwelling units into consideration, will decline in the future. However, the principle reason for this decline is that the proportional mix of single and multiple-family units will change with the construction of a greater percentage of multiple-family units. It does not appear that the family size factors for single and multiple-family units reported in the 1966 Special Census will change appreciably during the next twenty years.

Commercial Areas

PRESENT STATUS

Most of the commercial development in the City of Anaheim is located within Planning Area A, and land use patterns are typical of many suburban communities in Southern California. Commercial development is located primarily along the more heavily traveled arterial highways and includes a variety of types of uses as well as development forms.

Commercial growth has followed the economics of supply and demand, although little attempt has been made to relate the amount of commercial development to market support.

Anaheim has an unusually high percentage of developed land devoted to commercial use. Current land use data indicate that nearly six percent of the total developed acreage within this Planning Area is allocated for retail sales and commercial-professional office uses. This percentage increases to more than ten percent with the addition of commercial-recreation and hotel-motel types of uses. These percentages are significant in view of the fact that national surveys indicate that in cities of a population size similar to Anaheim's, only three percent of the developed land is devoted to commercial uses. Anaheim's unusually high percentages can be explained, in part, by the following factors:

- * A significant portion of the commercial development is tourist-oriented and generates regional, national, and international trade; and
- * Commercial facilities located along the periphery of the City limits serve a market area which extends beyond these boundaries.

Anaheim enjoys world-wide recognition as a tourist-recreation center as a result of Disneyland. This image has been further enhanced by the addition of the Anaheim Convention Center and Anaheim Stadium. The development of Disneyland prompted the establishment of a unique commercial district termed the Commercial-Recreation Area which is reserved for the development of commercial-recreation, tourist-convention, and regional office (headquarters) facilities. Major facilities such as Disneyland, Anaheim Convention Center, and related hotels, motels, and restaurants constitute an important segment of the economic base of the community.

Anaheim Center, with Broadway and Robinson's as major tenants, attracts trade from the region and is one of the major retail centers in Orange County.

Retail, service, and office uses are distributed throughout the Planning Area and are located along arterial highways. South Anaheim Boulevard constitutes the primary auto sales and services area. Although a few multi-story office structures have been constructed, most office uses are located in single-story structures.

Commercial facilities in the vicinity of Lincoln Avenue and Anaheim Boulevard constitute the original and conceptual "downtown" area of Anaheim. This was the first commercial area of any significance in the City and continued to function as the commercial center of Anaheim until the mid-1950's. Since then, commercial development has assumed a horizontal, dispersed configuration. Factors which have affected commercial land use patterns and trends within Planning Area A have been:

- * Completion of the Santa Ana Freeway enabled increased shopping mobility lending greater significance to regional competition;
- * Rapid urbanization accompanied by the development of nearby Regional, Community, and Neighborhood commercial centers reduced market support; and

- * A continual maturing of the population within the Center City Area resulted in a population loss and a reduced per capita retail expenditure.

These factors have seriously retarded the further development of the central business district. Thus Anaheim, like many Southern California cities, is experiencing declining sales in the older core area of the community. Although some construction and remodeling has taken place in recent years, redevelopment has not progressed at a rate that is commensurate with the area's potential.

Recognition of these factors prompted central business district merchants to join with City officials in establishing committees to consider alternative proposals for a revitalization program. The City Council authorized the hiring of planning and economic consultants for the purpose of preparing the Center City study. The Center City study has now been completed and contains alternative proposals for redeveloping the central business district and its environs. One of the key recommendations contained in this study is that commercial revitalization depends upon increasing retail demand by increasing residential densities and adding to the income mix of persons living within the commercial support area.

Increasing densities within select areas, as proposed, would require the undertaking of an ambitious program of redevelopment which has not yet received widespread support. Center City Area merchants are currently working with the Chamber of Commerce in exploring additional alternative methods of redevelopment.

FUTURE OUTLOOK

Future commercial growth can be expected to increase as population increases. However, retail commercial growth within the City of Anaheim will be tempered to the extent that Anaheim residents are served by commercial facilities located in adjoining communities. The majority of new growth and development will be of the tourist-oriented, commercial-recreation type.

In comparison to Los Angeles, Anaheim is a suburban community. A common economic phenomenon is that as a suburban area becomes more highly urbanized, the following trends become evident:



Heliport serving Disneyland and the Commercial Recreation Area.



Disneyland's Main Street



Anaheim Stadium



Anaheim Convention Center Arena

- * An increase in the range and variety of commercial facilities;
- * An increase in the number and types of businesses that depend upon regional or national market support; and
- * An increase in the percentage of urbanized land devoted to commercial use.

Factors which affect the rate at which these trends occur are:

- * Total population, population density, and the rate of population growth for the community and the region;
- * Geographical characteristics of location within the region, including accessibility and topography;
- * Living standards and expenditure patterns;
- * Community policies regarding taxation and planning; and
- * Community attitudes toward future growth and development.

In Planning Area A, most of the vacant, large parcels appropriate for retail commercial use have been developed. Future commercial development, with respect to retail convenience and shoppers goods, will primarily consist of expanding and redeveloping existing commercial sites for more efficient and intensive use. The recent expansion and re-design of the East Anaheim Center, located at Lincoln Avenue and State College Boulevard, and the Village Center, located at Ball Road and Brookhurst Street, provide striking examples of the success of this approach. Redevelopment of this type exemplifies the fact that commercial facilities become obsolete, and therefore uncompetitive, more quickly than do other types of urban development. This fact is recognized by both central business district and shopping center merchants. However, development is more difficult for central business district merchants because of a multiplicity of property ownerships and the magnitude of such a project. Ideally, a commercial site should contain adequate space for future expansion if it is to prove suitable for long-range commercial use. In the future, every attempt should be made to improve all aspects of highway-oriented, commercial land use. To accomplish this the City should ensure that:

- * Adequate site size and off-street parking is provided that will support attractive, viable businesses which add to the shopping selection offered in the community.
- * Access to adjoining arterial highways is controlled, thereby increasing the efficiency of the highway while reducing traffic conflicts and hazards.
- * The negative aspects of mixed residential and commercial land uses be minimized. Properties zoned for commercial use often contain single-family structures actually used for housing. Subsequent commercial conversion of a portion of these properties often results in an undesirable mixture of residential and commercial land uses and depreciates the land for both purposes.
- * Better coordination between the numerous property owners associated with highway-oriented commercial uses be established, thereby improving the efficiency and general appearance of these areas.
- * A reasonable balance between the amount of developed and zoned highway-oriented commercial property is maintained, thereby reducing speculation and the amount of vacant or unproductive land.

Highway-oriented commercial facilities in mature communities are often subject to deterioration. This can be attributed to two inter-related factors:

- * In many communities, new sites are continually zoned for commercial use, resulting in an inventory of commercially zoned land which exceeds market demand; and
- * Changes in traffic characteristics and shopping patterns resulting from the completion of new circulation routes and modern, convenient, shopping facilities.

Highway-oriented businesses should be related to existing and anticipated characteristics for local, intra, and inter-regional traffic movements. The completion of future freeway routes will have a significant effect upon highway-oriented commercial development in the vicinity of those routes.

Although commercial land use constitutes the smallest percentage of land developed for private use, commercial activities have an impact and influence upon a community that far exceed the proportionate use of space. In the past, the central business district has constituted the focal point of the community serving as the retail, administrative, financial, entertainment, and cultural center. While it is desirable that an attractive, healthy, and viable "downtown" be maintained to serve as a source of community identity and pride to residents, which indicates the well-being of the community, recent emphasis in commercial development has been upon opening up new facilities to serve the mobile and rapidly urbanizing Orange County region.

Three major factors are expected to influence future office development:

- * Regional population growth and its attendant demand for services;
- * Increased industrial development and its demand for corporate office space; and
- * The "visibility" and exposure factor offered by sites located in activity centers such as the Commercial-Recreation Area.

Office facilities usually choose to group by type. Health-oriented facilities such as doctors and dentists offices typically locate near hospitals, rest-homes, and related facilities. Financial offices are usually interspersed with corporate and legal offices and locate near governmental facilities. For these reasons, it is well to plan for clusters of office development, especially in areas where a trend is currently evident. In contrast, there is a demand for more localized offices and clinics that are oriented to local neighborhoods. Many of these neighborhood-serving office uses choose to locate in shopping centers; however, in instances where this is not possible, adequate provisions should be made.

Neighborhood-serving office facilities, like retail facilities, benefit from exposure to vehicular traffic; therefore, office facilities are best suited in locations adjacent to major thoroughfares. The site requirements and hours of operation common to smaller, neighborhood-serving office facilities combine to make this the most compatible type of commercial use for sites adjacent to or on the periphery of residential areas. Whereas the minimum site depth for retail shopping centers might be approximately six hundred feet, the minimum depth for smaller office complexes is more likely to approximate one hundred and fifty feet. The

City will want to carefully consider the type of land use policy that is adopted in conjunction with office development. A policy of encouraging the development of small office facilities at numerous locations throughout the City could dilute the support necessary to establish the Center City Area as a strong, centralized, office complex.

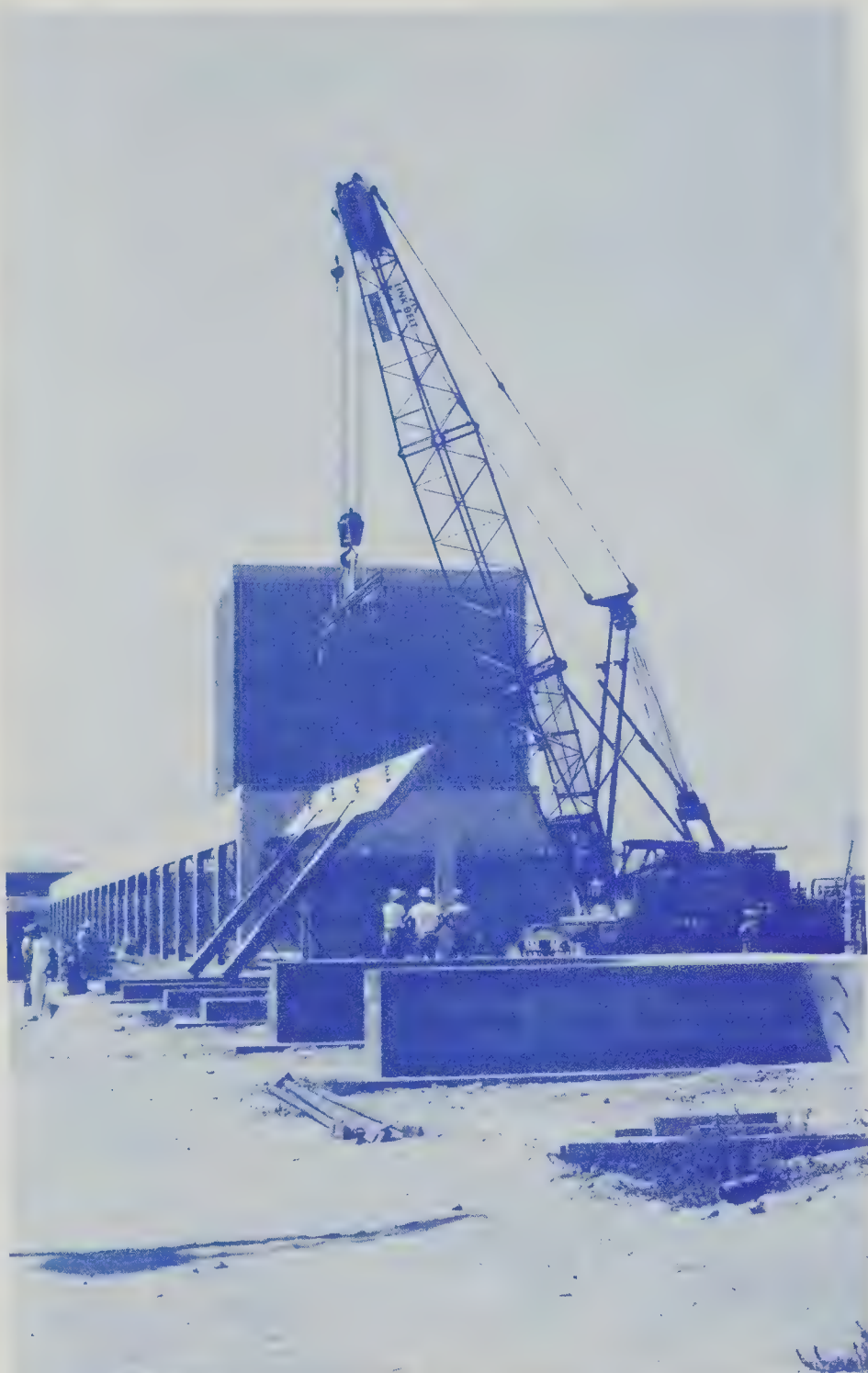
One of the major concerns of the future will be the adoption of a revitalization program of the Center City Area. Important community policy considerations in this regard are the implications resulting from decisions to grant additional commercial zoning for types of uses expected to locate in the Center City Area. The construction of high-rise office buildings in the Center City Area would help shape the character of this area. Intensive use of the land in this manner would establish an urban character that sets "downtown" apart from other commercial areas.

High-rise office buildings and multi-level parking structures are normally constructed only when land values reach a point where property cannot be economically developed otherwise. The exception to this case is when high-rise buildings are constructed on relatively low value land for the purpose of increasing the value of the property and its surroundings through the prestige aspects of high-rise construction. At first glance, this concept appears sensible but impractical for Anaheim's Center City Area, primarily because there is a multitude of property ownerships. However, if these property owners choose to form redevelopment corporations, this approach could prove to be a workable means of initiating the redevelopment of the Center City Area.

The primary responsibility of local government will be to provide the means - in the form of adopted residential and commercial "high-rise" zones and necessary public utilities and related facilities - by which redevelopment of the Center City Area can be accomplished.

Regional office headquarters are expected to locate both east and west of the Santa Ana Freeway in the Commercial-Recreation Area to take advantage of freeway visibility and regional identity.

Commercial-Recreation facilities such as Disneyland and the proposed Pacific Community Center attract a number of related and supporting commercial uses; however, it is difficult to allocate an appropriate amount of land for these types of uses because of their unique qualities.



New commercial facilities



Anaheim Center



Downtown Anaheim 1800's

OBJECTIVES AND POLICIES

The basic objectives in planning commercial land uses are:

- * To meet the continuing needs and demands of the community for commercial goods and services at well-designed, safe, and convenient locations within the community;
- * To increase sales tax yields and further enhance the economic base of the community, thereby lessening the tax burden on real property; and,
- * To maintain and enhance the position of the community as a nationally recognized tourist center.

These objectives are accomplished through the application of certain development principles which, for the City of Anaheim, include the following:

- * Encourage and provide for the development of a broad range of quality commercial facilities at appropriate locations throughout the community.
- * Encourage the grouping of complementary commercial uses adjacent to arterial highways; the total city-wide inventory should reasonably relate to the size and character of the population to be served.
- * Encourage the development of well-designed commercial areas through the application of site development standards which provide for:
 - * the compatible integration of commercial uses where they are adjacent to residential and industrial areas; and
 - * adequate off-street parking, loading areas, landscaping, and other appropriate site improvements.
- * Provide all commercial developments with adequate and safe access to transportation facilities, fire and police protection, public utilities, and other necessary community services.

- * Encourage the redevelopment of the Center City Area as an integral and vital part of the commercial network of the community.
- * Encourage the development of quality facilities which complement conventions, family entertainment, and recreation within appropriate areas of the community.
- * Maintain the integrity of the Commercial-Recreation Area by permitting only compatible land uses within this designated area.

COMMERCIAL DISTRIBUTION

Traditionally, the commercial element of a general plan serves as a tool to guide decisions concerning the location and amount of commercial facilities necessary to serve a planning area. Since most of the land within Planning Area A is urbanized, basic commercial to residential land use ratios are established. From a distribution point of view, what remains is to meld together existing land use patterns in a compatible manner. Market support, as it relates to commercial land use, should be the subject of a careful economic analysis.

The General Plan establishes general parameters for land use. The Plan symbology for Planning Area A provides for three categories of commercial land use which are: General Commercial, Commercial-Recreation, and Commercial-Professional. Each of these categories is implemented by one or more zone classifications.

The type of use that actually develops in a particular area or on a particular site is determined by the zone classification within which the property is located, and the types of uses permitted within each zone classification.

General Commercial

The General Commercial category provides for the development of a wide variety of commercial uses permitted in accordance with the standards contained in the C-O, Commercial Office Zone; C-1 and C-2, General Commercial Zones; and, the C-3, Heavy Commercial Zone. Typical development ranges from shopping centers to small businesses. General Plan symbology includes existing land use patterns and the logical extension of these patterns. This symbology serves to convey community policies for a general area rather than for specific properties or sites.

When a concept for redevelopment of the Center City Area is adopted and firm implementation programs are established, the General Plan should be amended to reflect these policies.

Approximately forty-eight percent of the total planned commercial acreage is allocated to the General Commercial category. This acreage constitutes eight percent of total acreage within Planning Area A.

Commercial—Recreation

In 1962, the City adopted a land use policy for the Disneyland area which included approximately 1,000 acres located west of the Santa Ana Freeway. This policy is implemented through the Commercial-Recreation Zone which provides for the development of commercial-recreation, tourist-convention, and regional office (headquarters) facilities.

The Plan shows an extension of the Commercial-Recreation Area easterly of the Santa Ana Freeway to include approximately 425 acres located between Katella and Orangewood Avenues. The basis for this expansion is that Anaheim Stadium and other types of commercial-recreation uses have developed or have been approved for development within this area. Because of the strategic location of freeway frontage property in this area, it is anticipated that multi-story office buildings will develop along this frontage as provided for in the Commercial-Recreation Zone.

Approximately forty-three percent of the total planned commercial acreage is allocated to this category. This Commercial-Recreation acreage constitutes seven percent of the total acreage within Planning Area A.

Commercial—Professional

Commercial-Professional uses are less dependent upon walk-in trade or levels of family income than are most commercial developments. They typically involve the sale of services rather than goods. Typical of commercial-professional establishments are medical, dental, legal and general business offices. Hospitals and clinics are also included within this category.

Commercial-Professional symbology is proposed for only those areas where a strong trend for the development of unified centers is evident and where policies have been established in connection with zoning

cases for the development of small professional office facilities. Recognition is given to the locational asset of visibility along certain portions of the Santa Ana, Riverside and Orange Freeways. The precise alignment of the Route 39 (Huntington Beach) Freeway has not yet been determined; thus, no evaluation of the sites along this freeway can be made at this time.

Commercial-Professional uses are implemented in accordance with the standards contained in the Commercial Office Zone.

Approximately 300 acres are allocated to this category which represents nine percent of the total proposed commercial acreage and two percent of the total acreage within Planning Area A.

Industrial Areas

PRESENT STATUS

Until the late 1940's Anaheim's economy was primarily based upon the growing, processing, and marketing of citrus products. However, as early as 1927, civic leaders encouraged industrial development in the belief that the community could not depend entirely upon agricultural production for its future economic security.

Community leaders recognized that development of a broad industrial base expands the local economy, stabilizes employment, generates tax monies which help support municipal services, and that industry's demands for municipal services are typically less than the requirements for other types of urban land use.

In recent years, industry has become more decentralized and is a significant force in shaping new urban areas. Understanding this phenomenon as it may apply to the individual community is important not only for industrial land planning, but also for planning the entire community. Decisions by industry to locate in a given area relate to: available land, labor force, water supply, waste disposal, air pollution, transportation facilities, utilities, raw materials, markets, and community attitude.

The land needs and site requirements of industry vary widely according to the type of plant, techniques of operation, and basic management policies of each individual company; however, contemporary industrial and community planning necessitate knowledge of the following factors:

- * Industry will no longer be confined to sites that "can't be used for anything else". When management makes a substantial capital investment in plant facilities, it insists upon an appropriate site.
- * Industry wants:
 - * locations on or near major highways and preferably within an area planned for industrial use, so trucks and employees' cars need not travel through residential areas; and
 - * an adequately sized site which permits the construction of an efficient, single-story production facility including sufficient off-

street parking, space for expansion, landscaping, and other amenities associated with contemporary site planning.

- * Industrialists recognize the need for adequate zoning controls and performance standards which protect their investment from depreciation due to encroachment from non-industrially related land uses or the construction of substandard industrial facilities which detract from existing high quality development.

Recognition of the above factors prompted the community to take the following steps:

- * Designate areas ideally suited for industrial development.
- * Adopt codes and ordinances limiting development within these areas to primarily manufacturing, warehousing and wholesaling activities, but permitting industrially related commercial uses such as banks, restaurants, offices, and service stations.
- * Establish site development standards which provide for attractive and orderly growth.
- * Initiate programs for the construction of street and utility systems designed to meet the needs of industry.

There are five separate industrial districts within the City of Anaheim - all located within Planning Area A. These districts are noted as the Central, North-Central, Freeway, Southeast and Northeast Industrial Areas. These five districts total approximately 4,800 gross acres. Recent surveys indicate:

- * Forty percent of this gross acreage is developed for strictly industrial uses or is being held for future plant expansion.
- * Five percent is devoted to sand and gravel extraction.
- * Eighteen percent is used for non-industrial purposes; for example: utility easements, public works, commercial, and railroad uses.

The Central, North Central, and Freeway Industrial areas are approaching saturation; most available land is located in the Northeast and Southeast Industrial Areas.

The growth and diversification of Anaheim's industrial areas have taken place in a relatively short period of time. Anaheim has grown from 103 manufacturing industries with 8,500 employees in 1957 to 330 manufacturing industries with 49,550 employees in 1969. These figures indicate that industrial employment has increased five and one-half times in that period. Autonetics accounts for more than half of this growth.

In Anaheim, the largest single category of industrial employment centers around activities related to aerospace. However, the fastest growing employment category is service to industry, followed by wholesaling, distribution, and smaller specialized manufacturing firms. This parallels national trends and is indicative of Anaheim's locational assets with regard to Southern California markets. Indications are that opportunities for continued diversification of Anaheim's industrial base are good.

The Central Industrial Area, located between Wilhelmina Street and Vermont Avenue along the Southern Pacific and Atchison Topeka and Santa Fe tracks, is one of Anaheim's oldest industrial areas. It is beginning to show the effects of age and obsolescence and no longer enjoys former locational advantages. There is a general lack of off-street parking facilities and poor internal circulation in many instances. Most existing structures were constructed at a time when landscaping and architectural treatment were not a standard of site design. Non-industrial land uses surround this area leaving little room for future expansion.

Significant decisions have been made with regard to the appropriateness of commercial land uses in the portion of the Southeast Industrial Area located south of Katella Avenue and north of Orangewood Avenue. The location of Anaheim Stadium and the proposed Pacific Community Center necessitate a re-evaluation of community policies regarding appropriate land use.

FUTURE OUTLOOK

Industrial development in Southern California is a regional consideration influenced by existing land use and topographic patterns. Industries evaluate a number of locations and select the site which best meets their varying and independent needs. Many communities recognize the importance of industry to their economic well being and are actively engaged in recruiting and catering to the needs of new and relocating industries. For these reasons, industry may now exercise greater selectivity in choosing a new site than ever before.

Growth within Anaheim's industrial districts points to the fact that these areas constitute prime industrial sites by contemporary standards.

The future potential for continued growth has been examined from both a community and regional point of view. From these studies it can be concluded that:

- * The amount of land planned for industrial development in Anaheim is reasonable and appropriate in terms of the amount of industry projected to locate in Orange County by 1980.
- * The locational and physical characteristics of Anaheim's industrial districts rate among the best in Orange County. Principle reasons for this rating are:
 - * Access and exposure to the Southern California freeway and arterial highway systems;
 - * Access to main railroad systems and spur lines available to sites of varying sizes;
 - * Proximity to nearby airport facilities including a proposed metroport adjacent to the Southeast Industrial Area;
 - * Proximity to Southern California markets;
 - * Availability of a large, technically skilled labor supply;
 - * Proximity to other manufacturing and service facilities;
 - * Availability of a complete range of industrially sized utility systems;
 - * The installation of a comprehensive system of storm drain facilities;
 - * Soils having good load bearing and compacting properties;
 - * Proximity to a wide range of housing types located in a number of Northern Orange County communities;
 - * A positive City attitude, including the establishment of well-conceived industrial park policies and standards.



North American Rockwell facilities – Northeast Industrial Area



Warner-Lambert facility – Northeast Industrial Area



A view of the Northeast Industrial Area



Buzza Cardozo facility

A positive community attitude is an especially important aspect of industrial development. Successful industrial development requires a long-range and continued partnership between community and industry.

Anaheim continues to demonstrate a firm commitment to industry. Each year, a significant portion of the community's funds are allocated toward improving circulation and utility services within developed and planned industrial areas. Anaheim recognizes that these commitments must be made to retain its leadership in attracting industries.

The location of industrial development is influenced by the availability of suitable sites of sufficient size within established industrial parks. The question of projected industrial land requirements within the Orange County region was examined for the Orange County Board of Supervisors by Economics Research Associates in 1964. This study included the following findings:

- * There are seventeen major planned industrial areas in Orange County. These areas contain more than ninety-six percent (32,791 acres) of the total county-wide inventory of existing and proposed industrial zoning.
- * Five of these areas (constituting fifteen percent of the total acreage contained in the seventeen major areas) are or will be within Anaheim's projected corporate limits.
- * Each of these five areas is highly rated on the basis of industrial site suitability criteria.
- * The county-wide ratio of industrial to non-industrial acreage is reasonable and although the supply of zoned or planned industrial land will exceed projected demand through 1980 by 5,000 acres, this reserve is not excessive in view of the following factors:
 - * Pressures to convert reserved industrial land to other urban uses is reducing industrial land supply.
 - * Opportunities for increasing the supply beyond what is currently proposed are negligible because most of the undeveloped land in Orange County is topographically unsuited for industry.
 - * Reasonable industrial land reserves represent an advantage in terms

of long-range economic growth. If by 1980, the county-wide supply of industrial sites is negligible, additional economic growth will be significantly reduced. Anaheim and the County will lose employment opportunities to other more competitive areas.

From these findings it can be concluded that although a high percentage of the total acreage within Planning Area A is allocated for industrial use, this designation is reasonable from a regional standpoint. Anaheim's importance as a regional employment center is evident from the fact that seventy-five percent of those employed in Anaheim's industrial areas live in surrounding communities. A further comparison is that twelve percent of the County's population lives in Anaheim; however, thirty-eight percent of the County's industrial workers are employed in the City's industrial areas.

Since 1961, an annual average of fifty-four gross acres of industrially planned land has been developed with industrial facilities, and additional acreage has been purchased for the future expansion of these facilities. During the period 1965-1968, the annual rate of development increased to an average of eighty-one gross acres. This increased rate is partially attributable to the fact that lending institutions consider industrial development to be a prime (secure) risk. During periods of high residential vacancy rates, loan capital is traditionally assigned to industrial and commercial construction accounts.

An important factor in the absorption of industrially planned land is the amount of acreage used for related but non-industrial uses. Recent surveys indicate that nearly twenty percent of Anaheim's planned industrial acreage will ultimately be used for the construction of streets, utilities, and water conservation facilities. An additional three to five percent will develop for industrially related commercial uses such as service stations, offices, restaurants, and banks.

The 1964 Economics Research Associates study notes that industrial firms in Orange County held an average of twenty-five to fifty percent more acreage than was developed during the initial construction phase for future plant expansion. This study further notes that as industrial land becomes increasingly scarce and hence more valuable, new firms will purchase relatively less acreage for future expansion. By 1980, the estimated percentage of site area purchased for expansion will represent only twelve to twenty-five percent of the total acreage acquired.

ORANGE COUNTY EMPLOYMENT GROWTH

1958	125.1 thousand employed
1968	400.8 thousand employed
1980	764.0 thousand employed

Statistics indicate the County's employment growth rate has more than tripled since 1958. The Bank of America projects an employment increase of 90% by 1980.

NUMBER OF ORANGE COUNTY INDUSTRIAL ESTABLISHMENTS 1960 - 1968

	1960	1968	Percent Increase
Construction	1,574	1,779	13%
Manufacturing	932	1,776	91
Transportation, Communication, Utilities	276	338	22
Trade	4,084	6,641	63
Finance, Insurance, Real Estate	688	1,378	100
Service	3,135	5,931	89
Other	336	544	62
Total	11,025	18,387	67%

Source: ● State Division of Employment

ANAHEIM'S INDUSTRIAL STATURE July 1969

	Anaheim	Orange County	Anaheim as a Percent of Orange County
Area in Square Miles	33	782	4.0%
Total Population	168,763	1,375,000	12.2%
Acres Owned by Industry	2,529*	-	-
Industrial Acreage Available	1,673*	-	-
Total Acreage Suitable for Industrial Development	4,202*	-	-
Acreage Planned for Industry	4,828**	27,000	17.9%
Number of Manufacturers	340	1,770	19.2%
Number of Manufacturing Employees	49,550	125,600	39.5%

*Not including streets, utility easements, or industrially oriented commercial uses.

**Including public uses such as railroad, water, and transportation facilities and easements.

Source: ● State Division of Employment
● Orange County Progress Report - 1969
● Orange County Planning Dept.
● Anaheim Development Services Dept.

EMPLOYMENT GROWTH IN ANAHEIM AND ORANGE COUNTY 1960 - 1969

1960

	Anaheim	Orange County	Anaheim as a Percent of County
Manufacturing	13,168	48,000	27.0%
Total Work Force	37,252	200,000	18.6

1969

	Anaheim	Orange County	Anaheim as a Percent of County
Manufacturing	49,550	125,600	39.5%
Total Work Force	81,400	454,800	17.9

Source: ● State Division of Employment - 1969
● Orange County Planning Dept.
● Anaheim Development Services Dept.

During the past five years Anaheim's industrial growth has been influenced by that of the Irvine Company. In the interest of establishing an industrial complex, the Irvine Company initially offered to underwrite industrial development at costs below that of competitors, thereby attracting industry that might have located elsewhere in Orange County. They also offer an attractive park-like atmosphere and guarantees of zoning integrity. This complex now contains approximately 200 firms employing more than 7,500 persons.

Now that the Irvine complex is well underway, land prices have been adjusted upward to parity with other industrial districts in the County. This is expected to cause Anaheim's absorption rate to increase substantially.

Additional factors expected to influence absorption rates of Anaheim's industrial reserves are:

- * Industrial development is expected to parallel population growth. Estimates indicate that in 1970 there will be more than one million persons living within a ten mile radius of downtown Anaheim. Population within the County is expected to reach 2.5 million by 1980.
- * The Orange County industrial base is expected to continue diversifying. New industries will require more site acreage per employee than relatively high density aerospace oriented industries. As a result, annual absorption rates should increase substantially.
- * Anaheim's planned industrial areas are very competitive in relation to other sites within Orange County and the Southern California region.
- * Communities in Orange County are yielding to pressures to rezone and develop planned industrial areas for other types of urban use, thus improving Anaheim's industrial development potential.
- * Anaheim is a recognized industrial center, and development has progressed to the point that it is becoming self-generative. An existing industrial base acts as an important magnet to firms seeking a new location. Utilities and streets are already scaled to meet industrial needs, and future improvement plans provide for the long-range growth of the area. The ease of locating in an established industrial area normally results in a saving of time and expense.

- * Completion of the Orange Freeway through the Southeast Industrial Area will provide adjacent sites with improved access and freeway visibility, thereby improving the desirability of these sites.
- * The community enjoys a positive and progressive image with regard to industrial development.

In the future, there will be increased pressure to develop Anaheim's planned industrial acreage for other urban uses. This pressure can be explained by the fact that more than seventy percent of the total acreage within Planning Area A is developed. Planned industrial areas account for most of the remaining vacant property suitable for large scale non-industrial development in the relatively flat areas of the City. Firm industrial land use policies have tended to stabilize land prices so that industrially planned land is selling for slightly less than land planned for other types of urban use.

Since most of the land within the Freeway, Central, and North Central Industrial Areas is developed, this pressure will be primarily felt in the Southeast and Northeast Industrial Areas. Anaheim is fortunate to have a large number of major land ownerships (for example, the Southern Pacific Railroad Company), which exert every effort toward encouraging the development of high-quality industrial firms.

Residential and commercial development tends to precede industrial development in point of time. Almost without exception, prime land for industrial purposes is also prime land for residential and commercial use. The need for preserving a suitable volume of prime industrial land for future development requires consistently strong action on the part of local officials. Adequate amounts of prime industrial land should be reserved by zoning exclusively for future industrial use in the same manner that residential areas are protected from encroachment by incompatible uses, thus giving good industrial sites the same protection given residential areas.

Primary considerations involving the redesignation of industrial areas for non-industrial uses are:

- * The direct effect of policy change upon existing industrial firms located within and adjacent to the area of redesignation; and

- * Implications to industrial development policies with regard to previous commitments made by civic leaders.

Observations indicate that communities in Orange County are yielding to economic pressures to reclassify industrial reserves for non-industrial, primarily residential, uses. Although this conversion is often looked upon as a normal by-product of rapid growth, it often results in mixed land uses and a loss of the area's zoning integrity. A significant factor is that such actions can minimize, if not eliminate, a community's industrial growth potential. It does not necessarily follow, however, that such actions would minimize the industrial potential of a larger area such as Orange County. Owners of large land holdings such as the Irvine Company and communities with firmly established industrial areas and industrial policies can provide for and realize the benefits of this county-wide industrial growth potential.

The General Plan redesignates a portion of the Southeast Industrial Area, located south of Katella Avenue and bounded by the Orange Freeway, Orangewood Avenue, and Santa Ana Freeway, for commercial-recreation types of uses. The basis for this revision is that a majority of the acreage - principally Anaheim Stadium and the Pacific Community Center - is devoted to commercial and commercial-recreation types of uses.

In terms of Anaheim's economic base, tourist-oriented types of uses perform essentially the same economic function as basic industry in that they attract "outside" dollars into the community.

The Plan also proposes the redesignation of a portion of the Freeway Industrial Area located south and east of Euclid Street in the vicinity of Manchester Boulevard for General Commercial uses. This revision is suggested due to the fact that most of the current land uses within this area are commercial in nature; individual properties are relatively small and difficult to develop. The factors of freeway visibility, probable improved access to the nearby Center City Area, and land uses to the west (commercial and residential) suggest that the most appropriate long-range use of this area is for commercial development.

Industrial development in the Central Industrial Area illustrates the futility of separating industrial and non-industrial uses by either a masonry wall or a multiple-family "wall of people". Open space is recognized as the most effective buffer between residential and industrial uses.

Boundaries of the industrial areas have been determined by this consideration wherever possible. The Santa Ana River, freeways, major and primary highways, and flood-control channels serve as effective buffers.

Properties adjacent to the Central Industrial Area are zoned for multiple-family residential use. The subject of providing adequate buffers between industrial and residential uses has been explored in conjunction with the Center City study. This study contains the proposal that future redevelopment or new construction of properties along the boundary of these two uses be accompanied by the construction of a landscaped berm.

This design concept has been incorporated into the General Plan along with the recommendation that in instances where residential and industrial boundaries are coterminus, a landscaped berm or similar technique be employed to improve compatibility between these opposite forms of urban land use.

To date, Anaheim has emphasized and encouraged the development of "light" industry. However, technological improvements in the area of manufacturing processes, sound buffering techniques, and site design have eliminated many of the negative aspects of some types of industry. Industrial uses previously classified as "objectionable" on the basis of factors such as odor, dust, and noise may, in many instances, now be compatibly integrated with existing uses. However, City legislators will want to carefully evaluate proposals to develop "interim" projects, such as trailer parks and used auto storage, within planned industrial areas because experience indicates that it is very difficult to phase out these uses within originally established time limits.

California communities are recognizing the benefits which accrue from a sound industrial base, and determined efforts are being made to attract new industry. This competition among communities has allowed industry to become very selective. Anaheim is the recognized industrial center of Orange County. However, it will be necessary for civic leaders to retain the confidence of existing industries by insuring that development approved within industrially planned areas is compatible to existing industrial uses and that zoning integrity is maintained if the community is to enjoy continued success in attracting new industrial firms.

OBJECTIVES AND POLICIES

In planning industrial land use, the basic objectives are:

- * To develop and maintain a stable, diversified range of industries to enhance the economic base of the community; and
- * To protect and enhance the integrity and desirability of industrial sites within the planned industrial areas of the community.

These objectives are attained through application of certain development principles which, for the City of Anaheim, include:

- * Encourage the expansion of existing industry and attract a broad range of high-quality industrial development.
- * Encourage and promote the inclusion of industrially related commercial uses within industrial areas.
- * Create an "industrial park" atmosphere by establishing necessary site development standards which include provisions for appropriate site design, building design, walls, screens, and landscaping.
- * Separate industrial areas from adjacent residential areas, commercial areas, and arterial highways through the use of landscaped open space areas, parks and parkways, off-street parking areas, and natural barriers.
- * Establish and enforce industrial performance standards for the control and/or elimination of smoke, dust, noise, odor, and other industrial nuisances.
- * Require the provision of adequate space for off-street parking and loading areas on all industrial sites.
- * Provide all industrial areas and sites with adequate access to transportation facilities, fire and police protection, public utilities, and other community services.

INDUSTRIAL DISTRIBUTION

The Anaheim General Plan sets forth the community's industrial land use policies and designates five separate geographical areas, all of which are located within Planning Area A.

In most instances, boundaries for these industrial areas consist of freeways, arterial highways, the Santa Ana River, and other natural or man-made features which serve to separate and buffer industrial areas from non-industrial areas.

The planned industrial areas total approximately 4,800 gross acres, and approximately forty-four percent of this acreage is available for development. The Plan includes the concept that these areas can be developed in the form of industrial parks, and the implementing zones contain standards necessary to achieve this goal.

The General Industrial designation is primarily implemented in accordance with the standards contained in the M-1 Zone. However, a limited amount of M-2 zoning is located in the North Central Industrial Area. The M-1 Zone provides for the development of light manufacturing, warehousing, and wholesaling uses. The M-2 Zone permits heavier industrial uses which comply with recognized performance standards.

Provision is made for the establishment of industrially related commercial centers having a minimum site size of five acres. Plans for proposed commercial centers and heavier industrial uses within areas zoned for M-1, Light Industrial, use are reviewed in conjunction with a Conditional Use Permit.

The type of use that actually develops in a particular area or on a particular site is determined by the zone classification within which the property is located and the types of uses permitted within each zone classification.

Schools

PRESENT STATUS

The direct responsibility for providing public school facilities rests with the school districts. The General Plan assists school facility planning by:

- * Indicating the City's plans for the long-range use of land; and
- * Relating school facility needs to estimated school-age population, based on General Plan proposals.

Planning Area A is served by nine separate school districts. There are two Unified Districts: Placentia and Garden Grove; two Union High School Districts: Anaheim and Fullerton; and five Elementary School Districts: Anaheim, Magnolia, Savanna, Centralia and Buena Park.

School-age population information from census reports and other special studies has historically been used to compare the impact upon local school capacities that can be anticipated if a particular area were to develop for alternative combinations of residential densities. This is done by multiplying the projected number of single or multiple-family dwelling units by factors for the number of school-age persons that typically live in the different densities of housing.

To date, school-age factors derived from the 1960 Census and other special studies have been used for making these comparisons. Using these factors, it has been found that a given amount of acreage developed at typical single-family densities will house a larger school-age population than if the same acreage were developed at typical multiple-family densities.

Data obtained from the Anaheim 1966 Special Census report gives the total City-wide school-age population and the number of school-age persons living in single and multiple-family dwelling units. This information was then compared to similar data from the 1960 Census. It was found that:

- * Families living in single-family homes now average fewer school-age children than they did in 1960;

- * Families living in apartments now average a significantly greater number of school-age children than they did in 1960; and

- * A given amount of acreage developed at typical multiple-family densities will, on the average, house a significantly larger school-age population than if the same amount of acreage were developed for single-family use.

Differences between 1960 and 1966 Census data give evidence of an emerging trend or cycle. Beginning in 1970, the Bureau of the Census anticipates a comprehensive, City-wide population census every five years. This information will make it possible to more quickly identify significant changes taking place within the community, and school-age population projections can be adjusted accordingly.

FUTURE OUTLOOK

School-age population per dwelling unit factors obtained from the 1966 Special Census are noted below:

Grade	K-6	7-9	10-12
Age	5-11	12-14	15-17
School-Age Population Per Dwelling Unit			
Single-Family	0.69	0.29	0.24
Multiple-Family	0.21	0.07	0.07

These factors should be updated as subsequent census information becomes available.



Joint development of a school-park site



Crescent Elementary School

A school-age population projection was derived by applying 1966 Special Census student per dwelling unit factors to projected housing inventories at saturation. Special Census factors were used instead of the State-wide averages often used by school districts because Anaheim census data more accurately describe the local area.

For purposes of school site planning, standards used by the various school districts were applied to projected school age population. Elementary School standards vary but generally provide for an optimum of 700 students to a maximum of 1,100 students on a ten-acre site. Junior High School standards range from 900 students at optimum capacity to 1,600 students at maximum on a twenty-acre site. Senior High School standards range from 1,200 students at optimum capacity to 2,400 maximum on a forty-acre site. School enrollment capacities, including both constructed and planned facilities, and projected school-age population for Planning Area A compare as follows:

Grade	K-6	7-9	10-12
Age	5-11	12-14	15-17
School Enrollment Capacities (Existing and Planned Facilities)	31,700	13,400	12,600
School-Age Population (1966 Special Census)	23,500	9,900	8,100
Projected School-Age Population (at Saturation)	30,900	11,900	10,500

When the school capacities listed above are related to the projected total school-age population at saturation, it can be concluded that existing and planned school facilities should accommodate enrollment.

School enrollment studies to saturation indicate that even though housing mix will change (multiple-family dwelling units will constitute two-thirds of the total number of dwelling units) and total population within Planning Area A will double, school-age population will increase by only twenty-five percent. Thus, existing and planned school facilities should prove adequate.

A downward trend in the percent of the total population that is school-aged is a common phenomenon in a maturing community. Although it is true that an acre of apartments developed at typical R-3 multiple-family densities houses more school children than an acre of R-1 single-family homes, the moderate increase in apartment acreage proposed by the Plan is offset by the downward trend in the percent of the total population that is school-aged.

Thus considering housing mix at saturation and the resultant student population, it is found that the student to adult ratio will decline from 28% in 1966 to 23% at saturation.

A comparison was made between school-age population, as projected above, and an additional projection into which anticipated local crude birth rate (births per thousand population), housing construction data, and net migration trends were incorporated in an effort to examine long-range implications resulting from these trends. This comparison indicates that if birth rate, housing, and migration trends develop as anticipated, student population at saturation could be even less than the enrollment projected above using the 1966 Census data.

The value of the above comparisons is that they lend perspective to the school-age population that can be anticipated, if Planning Area A develops as proposed.

It implies that existing and planned school facilities in Planning Area A will likely meet and possibly exceed needs at saturation. However, these comparisons only serve as a guide for future school facility planning because school district boundaries are not coterminus with City and Planning Area boundaries, and school districts adjust individual school service areas to alleviate over-crowding. Indications are that a significant portion of the student capacity of some schools within the Planning Area will be absorbed by students living within the school district but outside Planning Area A. Conversely, a number of Anaheim students may attend schools outside the Planning Area.

The Orange County Committee on School District Organization has established service areas for existing and proposed Junior Colleges in Orange County. Junior College facilities in the cities of Cypress, Fullerton, and Yorba Linda will serve residents of Anaheim.

Brigham Young University acquired property near Euclid Street and the Riverside Freeway several years ago, presumably as a future site for a private university. The General Plan reflects this possibility in the belief that a facility of this type would be a major asset to the community.

OBJECTIVES AND POLICIES

The basic objective in planning for the development of school facilities is to assist school districts in their long-range planning. This objective is accomplished through the application of the following principles:

- * Provide comprehensive projections of the community's future population and long-range use of land.
- * Relate school locations to circulation facilities and the needs of the ultimate population.
- * Encourage the coordination of school locations with the City parks systems to obtain joint usage of recreational facilities.

Parks, Recreation, and Open Space

PRESENT STATUS

A recent inventory of parkland acquisition and development indicates that a total of 322 acres have been purchased or are being leased by the City. This acreage is distributed among twenty-seven locations within the present City limits and includes ten Community and seventeen Neighborhood parks. Approximately 218 acres are developed, twelve acres are under development, and ninety-two acres are undeveloped.

During the past decade, the acquisition and development of parklands by the City has followed a plan of development prepared by the 1959 Citizens' Advisory Committee and subsequently adopted by the City.

Basic policies contained in this program provide for the acquisition and development of approximately 1.5 acres of Neighborhood or Community

parkland per 1,000 City residents, exclusive of school acreage and the community's special facilities, such as golf courses and recreation facilities programmed by regional jurisdictions and adjoining communities. Under this program, approximately 1.4 acres of Neighborhood and Community parkland have been acquired per 1,000 residents.

Since 1959, a total of 160 acres of parkland have been acquired. This acreage is allocated to eight sites adjacent to Elementary Schools and six sites adjacent to Secondary Schools. The land acquisition program of 1959 was completed with the purchase of ten acres located south of Rudy Boysen Park.

Major arterial street and highway systems in Planning Area A divide most residential areas into mile square units. Most of these residential units are served by parks developed in conjunction with school facilities. In some instances, existing land use patterns have made it necessary to provide parkland services by acquiring the nearest available site having an adequate size.

Neighborhood parks typically provide ten or more acres adjacent to school property. This acreage and a portion of the school property are developed through joint planning to provide maximum year around recreation and school use. Community parks vary from fifteen to twenty-seven acres in size. City parks are designed to serve a wide range of family recreation needs and are noted for their beauty and landscaping. Park services provided by the City vary depending upon park size, the availability of school-related facilities, and the service area needs. Both Neighborhood and Community parks contain a basic set of facilities which generally include a pre-school play area, elementary age creative play area, family picnic and barbecue area, one multi-use softball field, a park-like area for free play and open spaces, a park control building, off-street parking, walkways, and transitional landscaping. In addition to these basic facilities, parks may contain a quiet area, an area for older people, a play or wading pool, a paved area for court games (particularly when the parksite is not adjacent to a school site), multi-purpose shell, and a natural area.

Since Community parks serve several neighborhoods, they contain recreational facilities requiring major capital expenditures; for example: lighted ball diamonds, swimming pools, and community centers such as the Greek Theatre in Pearson Park.



Pioneer Park

Cooperation between the City and a number of school districts in planning, developing, and jointly utilizing land and buildings has improved the level of community service while reducing tax money expenditures. Elementary schools provide educational facilities and playground equipment. Junior and Senior High schools provide playfields for baseball, basketball, and football and may include tennis, gymnasium, and swimming pool facilities. Schools, in turn, find City park facilities useful to their programs.

During 1968, a Citizens' Committee was formed for the express purpose of undertaking a comprehensive review of current and future parkland needs of Anaheim residents and recommending capital improvement programs which would best serve these needs during the next twenty years.

Consideration was given to population composition and densities both current and future for each Neighborhood and Community park service area within the City. Wherever possible, the special interests of a neighborhood due to citizens' age, typical forms of recreation, and access to parks were considered.

As a result of this analysis, the following policy recommendations regarding the present parkland acquisition and development program were made:

- * That the current policy of providing 1.5 acres of parkland per 1,000 residents be continued;
- * That the policy of developing parksites adjacent to and in conjunction with school sites be continued wherever possible;
- * That each site be developed in accordance with the current and projected requirements of the community or neighborhood served by a particular facility. Thus, a larger area may be set aside for a particular activity in one park than in another;
- * That the City's present practice of developing both Neighborhood and Community parks with a basic set of facilities be continued.

FUTURE OUTLOOK

When Anaheim's present parkland to population ratio was adopted in 1959, long-range plans for the development of the Community indicated that relatively low residential densities would develop. During the past decade, residential densities have increased with the construction of apartments and single-family homes on small lots. These increases require that additional parkland be acquired if park facilities are to be provided in accordance with current City standards.

It is assumed that most of the County peninsula located between Brookhurst and Gilbert Streets will be annexed to the City. Much of the land within this area is devoted to urban use. Present plans call for serving this area by further utilizing facilities at Walt Disney Elementary School, Magnolia High School and Salk Elementary School.

An opportunity for expanding park services for residents of Anaheim consists of developing portions of Edison Company rights-of-way for supplemental park use. Edison right-of-way can be leased for a relatively small sum per year, thus eliminating major expenditures for land acquisition. Development of these easements can be used to supplement existing and future Neighborhood park deficiencies and to serve as special recreation facilities.

The entire Edison Company right-of-way could be developed as a regional facility which would serve many residents of Orange County. The development of such a system might be accomplished through partial funding by other cities and perhaps the County. This acreage could be leased and developed in relatively small increments according to a long-range program which would obviate major budgeting.

The Santa Ana River and adjoining sand pits and easements have long been considered in a regional context for use by many equestrians and hikers. If the sand pits located between Lincoln Avenue and Ball Road were developed with land fill, they could serve local park needs of residents living between the Santa Ana River and the Orange Freeway who are not presently served by either Neighborhood or Community parks.

Heavy rains during 1969 have necessitated the reshaping and redesign of the Santa Ana River. An important part of the plans for reshaping this water course includes the possibility of using this facility for various types of water recreation. The Orange County Water District is propos-

ing that the river be dyked into a series of large ponds. Problems of maintenance, policing, and alternative uses - for example: water skiing or "put-and-take" fishing - are being explored by the Parks and Recreation Department at this time.

OBJECTIVES AND POLICIES

The basic objectives in planning for the development of parks and recreation areas are:

- * Provide residents of the community with visual, physical, and emotional relief from the congestion of urban surroundings.
- * Expand and enhance park lands and open space areas as a vital natural resource of the community.

These objectives are accomplished through the application of certain development principles which, for the City of Anaheim, include the following:

- * Provide recreation facilities and other community services considered essential for the health, safety, welfare and maximum enjoyment of community life.
- * Establish a city-wide system of parks planned through the utilization of contemporary standards which provide attractive parks that are conveniently located with respect to residential areas and offer a wide range of recreational facilities.
- * Locate parks adjacent to schools to obtain joint usage of facilities for the mutual benefits of service, safety, convenience, and greater use return to the taxpayer.
- * Acquire additional parklands and open space areas as needed to maintain adequate recreation facilities proportionate to the population density and growth of the community.
- * Coordinate Anaheim's park, recreation and open space system with regional, state, and national park and recreation systems to obtain the greatest use of open space lands with the most efficient expenditure of funds.

- * Encourage the development of regional and sub-regional natural, scenic and recreation resources in the Santa Ana Canyon and hill areas by the agency responsible for such development.
- * Protect recreation and park lands from diversion to other uses or purposes.
- * Coordinate Anaheim's park and recreation system with the refuse disposal system, to provide for the use of filled, solid-refuse disposal sites as supplementary park and recreation areas.

PROPOSALS

Recommendations prepared by the 1968 Citizens' Capital Improvement Committee have been incorporated into the General Plan. The Committee reviewed each park service area within the City limits to determine if current park facilities will serve projected population in accordance with current City standards. The availability of undeveloped land within each service area was also reviewed wherever park facilities appeared to be deficient. Since most of the areas designed for residential uses within Planning Area A are developed and the basic park development program is well established, proposals in the General Plan primarily constitute an expansion of present facilities. Plan proposals provide for the acquisition of approximately sixty-five acres in addition to what is presently developed or acquired. Specific recommendations concerning the allocation of this acreage are:

- * Purchase an additional ten acres adjacent to Twila Reid Park.
- * Acquire an additional twelve acres adjacent to John Marshall Park.
- * Purchase available land adjacent to Sage Park on both the north and east for use as a garden park.
- * Purchase approximately ten acres of land within the area bounded by Santa Ana Street on the north, the Santa Ana Freeway on the south, and the Southern Pacific Railroad tracks on the east to serve the nearly 17,000 persons expected to live within this area. A portion of this area will possibly develop for high-rise residential use. The concept of high density residential development as discussed in the Center City study includes the recommendation that redevelopment programs provide for an adequate and appropriate amount of open

space. If the recreation, open-space portion of that concept were implemented as discussed in the Center City report, then the acquisition of additional acreage would be necessary to serve the increased population.

- * Expand Thomas Edison Park by purchasing an additional twelve acres south of Edison Elementary School having frontage on LaPalma Avenue.
- * Acquire the Beatty House (.6 acres) adjacent to Pioneer Park when it becomes available. This structure is an ideal representation of "early California architecture", and with improvements it could serve as a community recreation building.
- * Purchase eight acres of land south of Ball Road to serve the area bounded by Wagner Ave. on the north, the Orange Freeway on the east, State College Blvd. on the west, and multiple-family residential areas south of Ball Road.
- * Develop sand and gravel extraction pits and public utility easements along the Santa Ana River for recreation uses in conjunction with the adjoining communities and regional park planning agencies.

Libraries

PRESENT STATUS

Anaheim's library system, as projected by the Civic Buildings Committee of 1959, includes a main library and three branch libraries. The City Council and Anaheim Public Library Board, in cooperation with the Board of Directors of the Friends of the Anaheim Public Library and the Mother Colony House Advisory Board, have begun to carry out these plans by completion of the Elva L. Haskett Branch Library (Broadway, west of Magnolia) and the construction of two of the three proposed floors of the central Library (Broadway and Harbor Boulevard). In addition, appropriate branch library sites are currently under review for the future construction of two additional facilities.

FUTURE OUTLOOK

In 1968, the Citizens' Capital Improvement Committee completed an extensive review of programs in progress and twenty-year projected

population growth within each of the present library facility service areas. On the basis of this review, the following program of expansion was forwarded to the City Council for their consideration:

- * Construction of two additional branch libraries, one in the general vicinity of Ball Road and Euclid Street, and the other in the general vicinity of Sunkist Street and Lincoln Avenue; each branch to consist of a minimum of 10,000 square feet, exclusive of multi-purpose rooms.
- * Acquisition of property adjacent to the Mother Colony House; such property to enable the development of an Anaheim historical facility complex.
- * Conversion of the Elva L. Haskett Branch Library into a regional facility by the addition of some 17,500 square feet of floor space. In this way, Anaheim will be able to meet the educational requirements of the expanding population of the City's western sector.
- * Completion of the third floor of the central Library and subsequent remodeling of the facility in order to expand library services.

If this system is completed as proposed, nearly all residents of Planning Area A will be within less than ten minutes drive of a library. In addition, Bookmobile service will be provided for residential areas located more than two miles from either a branch or the central Library.

The General Plan depicts the actual locations of developed library facilities. Plan symbology for proposed facilities indicates a general relationship between future library requirements and the population to be served rather than a recommended or precise location.

OBJECTIVES AND POLICIES

The basic objective in planning for the development of library facilities is to support and encourage the educational and cultural enrichment of the citizens of Anaheim. This objective is accomplished through the application of certain principles which, for the City of Anaheim, include the following:

- * Provide a City-wide network of conveniently located library facilities, offering a wide variety and range of informational, cultural, and



educational services.

- * Make provisions for conferences and general public meetings in order to facilitate cultural development.
- * Record and set forth the colorful history of Anaheim, a city significant in the development of the State of California.

Fire Stations

PRESENT STATUS

During the past ten years, acquisition and development of fire station sites has followed a format outlined by the Citizens' Capital Improvement Committee of 1959. This program takes into consideration standards established by the American Insurance Association concerning population density, building types and heights, fire hazards, and response time and distance factors. These standards provide that fire stations be located within one mile of high-value areas such as commercial and industrial centers or high density apartments, and within one and one-half miles of all other residential and commercial development. Of the nine facilities planned in 1959, eight sites have been acquired and seven are developed and in operation.

FUTURE OUTLOOK

The current implementation program was recently reviewed by City staffs and the 1968 Citizens' Capital Improvement Committee to determine needs for the next twenty years. As a result of these reviews, it was noted that present fire station facilities are adequate to serve existing development; however, future land use patterns may warrant the possible relocation of some stations.

If present policies are changed concerning fire station locations, the General Plan should be amended to reflect these changes. The following observations and recommendations were made concerning stations now in operation and a future development program:

Station No. 1 (Headquarters) is located at Broadway and Melrose Street. It is considered adequate to serve present and future development within the Center City Area.

Station No. 2 is located at the intersection of Brookhurst Street and Crescent Avenue. Present response is limited by the Santa Ana Freeway, but this limitation will be lessened with construction of a proposed Crescent Avenue freeway overpass.

Station No. 3 is located on Manchester Avenue, north of Freedman Way. Present response is limited by the Santa Ana Freeway; however, this limitation will be lessened with construction of the proposed Anaheim Boulevard-Haster Street freeway overpass.

Station No. 4 is located on Orange Avenue between Magnolia and Dale Avenues. This response area overlaps with Station No. 2 to the east. Residential development to the west is not within the recommended response distance. Adoption of the "Orange Alignment" of the proposed Route 39 (Huntington Beach) Freeway would severely limit response to the east if no means of traversing the freeway were provided.

Station No. 5 is located on Kraemer Boulevard between LaPalma and Miraloma Avenues. This facility is considered adequate to serve high-value industrial development which is located in the portion of the Northeast Industrial Area between Jefferson Street and the Route 57 (Orange) Freeway.

Station No. 6 is located on Euclid Street between Ball Road and Cerritos Avenue. This facility is considered adequate to serve existing and anticipated development within the present response area.

Station No. 7 is located on Ball Road between State College Boulevard and Sunkist Street. Response area is limited to the east in the vicinity of the Santa Ana River and will be further limited by completion of the Route 57 (Orange) Freeway currently under construction.

Additional recommendations made as a result of these analyses are:



- * That a station be constructed within the area generally bounded by the City limits on the north, the Orange Freeway on the east, and response areas for Station Nos. 1 and 7 on the west and south. A station at this location would better serve the high-value North Central Industrial Area, commercial development along State College Boulevard, and the large residential area not presently within a one and one-half mile response distance from Station Nos. 1 and 7.
- * That a station be constructed within the general area bounded on the north by the Riverside Freeway and on the east, south and west by response areas for Station Nos. 1, 2, and 6, to better serve Anaheim Center and other high-value properties within this area.

Studies are in progress to establish programs for the upgrading and replacement of older water service facilities in the Center City Area. These facilities will be brought up to contemporary standards as redevelopment of this area occurs.

OBJECTIVES AND POLICIES

The basic objective in planning fire stations is to protect the lives, property, and investments of the citizens of Anaheim. This objective can be accomplished through the application of certain policies which, for the City of Anaheim, include the following:

- * To provide a uniform network of fire stations at strategic locations to efficiently and economically serve all areas of the community by:
 - * Locating fire stations near major street intersections and freeways for optimum accessibility to physical development and the least amount of friction with adjacent land uses.
 - * Complying with American Insurance Association standards to assure the most economical community fire insurance rates possible.

Police Facilities

PRESENT STATUS

The City is presently served from a single headquarters building located at the northwest corner of Harbor Boulevard and Santa Ana Street. The

original single-story facility was planned and structurally designed to support two additional stories as expansion warranted. A second story addition was completed in December 1969.

FUTURE OUTLOOK

The 1968 Citizens' Capital Improvement Committee recently reviewed the operational needs of the Police Department during the next twenty years. This Committee considered possible advantages in establishing branch stations in west Anaheim to provide Police Information Centers which would facilitate more effective crime prevention techniques and create a public image of local police protection in outlying areas. The Committee also considered the possibility of developing a series of police facility substations in conjunction with fire station sites, thereby substantially reducing capital expenditures required to establish branch police stations. Upon completing their analyses of these alternatives, the Committee concluded that:

- * The present police headquarters site is adequate for any necessary plant expansions between now and 1990.
- * There is no functional advantage in establishing branch stations in the near future. The present level of service provided all areas of the City seems adequate. Branch facilities would probably result in unnecessary duplication without substantially improving the present level of service.

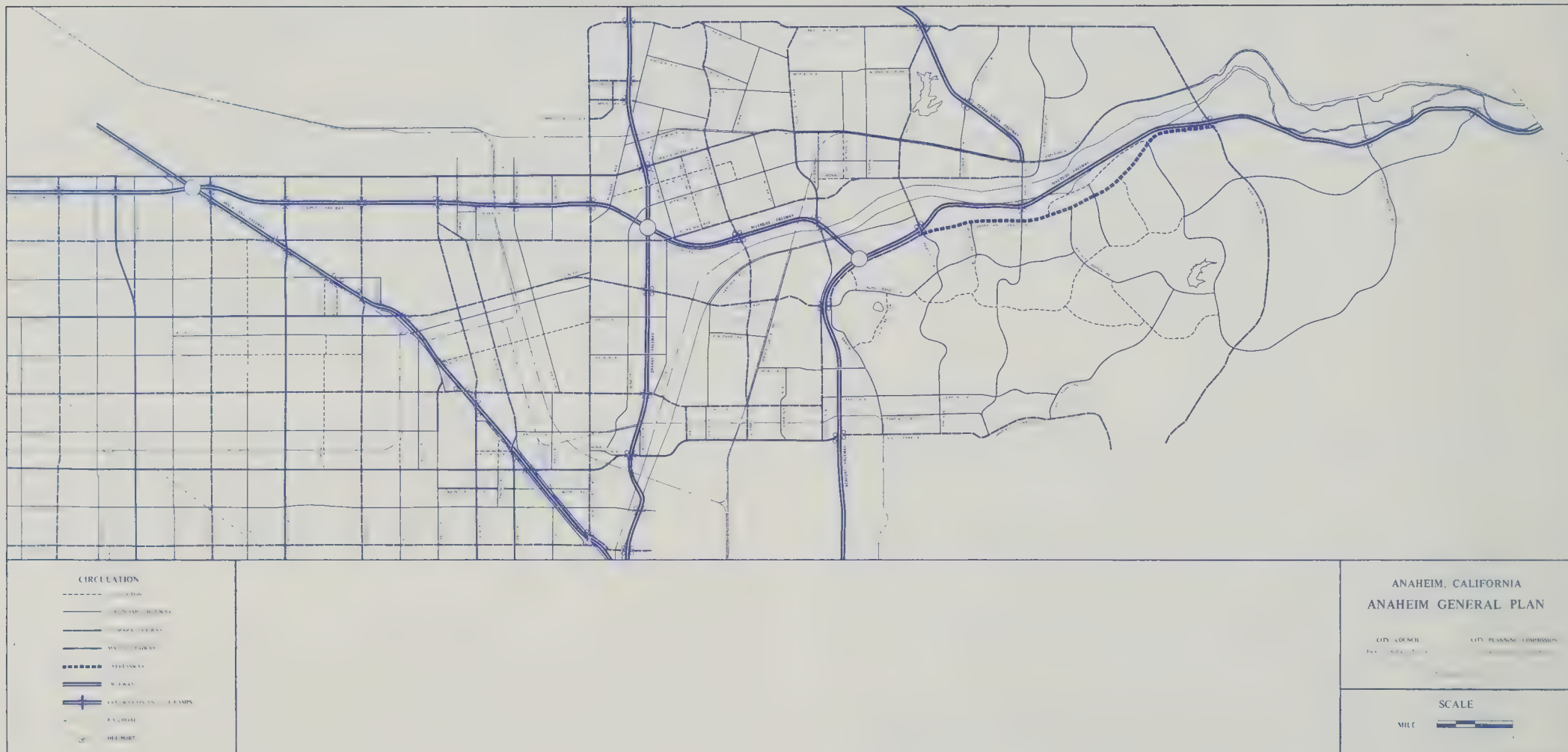
OBJECTIVES AND POLICIES

The basic objective in planning police facilities for the City is to protect the lives, property, and investments of the citizens of Anaheim. This objective is accomplished by providing a system of police protection facilities which will efficiently and economically serve the needs of the community.

Circulation

PRESENT STATUS

Transportation facilities have historically played a key role in the development of cities. Thus, an adequate system of highways is vital to con-



tinued orderly growth.

The Orange County and Los Angeles Metropolitan Areas are interrelated, and development of the circulation system in Anaheim has been coordinated with established highway patterns in both counties. By planning in this manner, regional as well as local traffic route continuity and efficiency have been maintained. Regional highway networks have been planned on the basis of anticipated future land use patterns and expected traffic volumes.

Controlled-access Freeways and limited-access Expressways constitute the principle regional system and form the backbone of the traffic network. This system is supported by a number of arterial highways and local streets which serve both intra-regional and local circulation needs.

Three Freeways, the Santa Ana (Route 5), the Riverside (Route 91), and the Newport (Route 55) currently serve Anaheim; a fourth, the Orange Freeway (Route 57), is under construction; and two additional Freeways, Yorba Linda-Imperial (Route 90), and the Huntington Beach (Route 39) are planned for the future.

The location, design, construction, and maintenance of the Freeway system is a responsibility of the California State Division of Highways. Although the State maintains some surface arterial highways and controls access along these facilities at various locations, the long-range program underway by the State is to develop a complete Freeway system and on its completion, to relinquish rights to most surface streets and highways to local agency responsibility. The State will retain jurisdiction of certain portions of its arterial highway system, particularly where these highways are contiguous with freeways.

A comprehensive system of Major, Primary, and Secondary arterial highways augments the Freeway system and serves both regional and local transportation needs. These surface streets form a grid pattern throughout Planning Area A and connect this area. Approximately ninety percent of the Major and Primary arterial highways planned within the presently incorporated portion of Planning Area A have been constructed to ultimate width. This construction totals some eighty-two miles of four-lane highways and twelve miles of six-lane facilities. The City's policy of requiring dedication to ultimate right-of-way widths in conjunction with new development has substantially aided the completion of Anaheim's circulation system.

The design, development and general locations of Major, Primary and Secondary highway systems serving Orange County is coordinated through County governmental agencies in accordance with an adopted County Master Plan of Arterial Highways. Individual cities are primarily responsible for the acquisition of rights-of-way and construction and maintenance of roadways within their jurisdictions.

The County sets minimum standards regarding traffic capacities for each classification of highways. Signalized arterial streets and highways are designed to provide for an optimum carrying capacity averaging 1,000 vehicles per hour of green time per travel lane. Highway right-of-way dimensions may vary with individual cities depending upon local policies concerning parkway widths or the use of frontage roads. Anaheim right-of-way requirements generally exceed County standards to provide for additional parkway planting area.

The Circulation Element of the Anaheim General Plan was initially adopted in 1960. This document indicates the general location of completed and proposed Freeways and five categories of surface arterial streets and highways.

Freeways

These are controlled-access, separated highways which provide for vehicular traffic within the Southern California region. They require 200 to 300 feet of right-of-way and are designed to handle traffic volumes up to 2,000 vehicles per hour, per lane. Access points from freeways to local facilities are ideally spaced a minimum of one mile apart. This allows an adequate distance for traffic entering or leaving the freeway to merge properly.

Planning Area A is presently served by the Santa Ana and Riverside Freeways. The Orange Freeway is under construction, and the Route 39 and Yorba Linda Freeways are in the planning stages.

Orange County's rapid growth and development began with the completion of the Santa Ana Freeway which connects the County with Los Angeles to the north and San Diego to the south. This facility traverses diagonally across Planning Area A which is developed with a grid system of streets. A lack of adequate freeway crossings and connections has created problems of congestion on the limited number of streets that cross or connect to the Santa Ana Freeway.

The Riverside Freeway provides east-west service across the northern portion of the planning area and forms an essential part of the transportation network which serves the Northeast Industrial Area. The extension of this Freeway west from the interchange with the Santa Ana Freeway is anticipated by 1971. North-south Freeway access in the eastern portion of Planning Area A will be provided by the Orange Freeway currently under construction. On and off-ramp spacing for both the Riverside and Orange Freeways is generally in accordance with standards for urbanized areas and provides a full interchange at Katella Avenue and a diamond interchange at Orangewood Avenue which will serve Anaheim Stadium and the Commercial-Recreation Area to the west

Major Highways

These facilities complement Freeways by serving cities within the region and provide for local circulation needs. This category of highway requires 120 feet of right-of-way and typically provides for six travel lanes, a painted median or center divider, left turn pockets and parking lanes adjacent to each curb.

Primary Highways

These facilities provide for circulation within the city and its immediate environs. This category of highway requires 106 feet of right-of-way and typically provides for either a six lane divided highway with no parking, or a four lane divided highway with left turn pockets and two parking lanes.

Secondary Highways

These facilities provide for circulation within the city. This category of highway requires 90 feet of right-of-way and typically provides for four traffic lanes and two parking lanes.

Collector Streets

These facilities distribute residential traffic from its point of origin to higher capacity facilities. This category of street requires 64 feet of right-of-way and provides for two travel and two parking lanes.

Planning Area A is principally served by a north-south/east-west grid

system of Arterial Highways. The general spacing between Major and Primary Highways is at one-mile intervals with intermediate Secondary Highways at the half-mile points. This spacing is typical throughout Los Angeles and Orange Counties and has generally proven to be adequate from the standpoint of street capacity and traffic control efficiency.

FUTURE OUTLOOK

Completion of the comprehensive system of Freeways and Arterial Highways planned for the Southern California region should provide the necessary capacity to handle traffic volumes anticipated within the foreseeable future. Efficient operation will depend upon the future use of a number of techniques to expand traffic-carrying capacities within present rights-of-way, while providing relatively safe traffic flow. These techniques range from improvements in signalization to constructing grade separations at major intersections.

Regional circulation networks have been planned on the basis of anticipated land use patterns and residential densities expected to develop by 1980. Increases in the ratio of operating vehicles per capita, among other factors, was also taken into consideration. Residential densities were estimated to average approximately 10,000 persons per square mile. These general considerations have been adjusted to accommodate local considerations whenever necessary; notable examples are the circulation systems planned or proposed for the Commercial-Recreation and the Northeast Industrial Areas.

Traffic volumes are expected to increase in proportion to increases in population. In addition, the number of operating vehicles is increasing in proportion to the population. From 1960 until 1967, total vehicle registrations in California increased from 54.7 vehicles per 100 persons to 61.7 vehicles per 100 persons. This represents a thirteen percent increase during the seven year period. This growth rate can be expected to level off in the foreseeable future.

Freeways

The precise location of the Huntington Beach Freeway (Route 39) is currently under study by the State Division of Highways and the City. This Freeway will relieve present traffic congestion on Beach Boulevard and will serve the western portion of Planning Area A as well as neighboring cities.

For the Huntington Beach Freeway (Route 39), study corridors have been limited to approximately one mile on either side of Beach Boulevard. Briefly stated, the goal in locating a Freeway is to provide optimum service for a traffic corridor by aligning the Freeway as nearly as possible to the center of the corridor. Some variation is possible to accommodate other conflicting demands which must be considered; however, this variation is usually limited to a one-mile distance on either side of the optimum location. If the Freeway were located outside the optimum traffic corridor, it would then be necessary to consider a second Freeway to serve the imbalance created to avoid an overload of existing parallel highway facilities.

A number of factors will be taken into consideration by the State and the City in the preparation of a feasibility study for the location of the Huntington Beach Freeway (Route 39). It is customary to avoid acquisition of public facilities. Every effort is made to avoid the existing major land uses such as large commercial establishments, shopping centers, large utility installations, and other expensive developments which would make right-of-way costs prohibitive. A Freeway alignment must also adhere to topographical requirements, horizontal and vertical alignment standards, and necessary clearances dictated by interchange requirements.

The location of a Freeway or major arterial highway through or along the periphery of a residential area is often viewed as a negative influence upon the local environment. In an ideal sense, a depressed Freeway constitutes the design which would be least disruptive to an established urban area. However, problems associated with drainage, ground water level and collection, and the cost of reconstructing existing utility systems often preclude the use of this type of design. Anaheim is exploring the possibility of constructing landscaped berms along sections of Freeways routed through residential areas. Initial indications are that this design concept may prove to be a feasible and practical solution to the problems of noise and visual intrusion that currently exist.

After a thorough study of the proposed locations and the required public hearings, the General Plan will be amended to show the adopted routing.

Surface Streets and Highways

Present roadway standards should prove adequate to serve anticipated volumes of traffic. However, unusually heavy traffic demands may re-

quire that parking lanes be removed along some highways, particularly in commercial and industrial areas. This alternative appears realistic in light of the fact that the primary purpose of arterial highways is to move traffic. In most cases, roadside development excludes the possibility of further street widening and normally creates additional demands for access. By removing parking and providing left turn lanes it is possible to increase traffic carrying capacities of arterial surface streets and highways by approximately twenty-five percent. The composition of traffic in commercial and industrial areas (i.e., greater than average volumes of trucks, buses, or other commercial vehicles) substantially reduces traffic carrying capabilities of streets serving these areas.

The concept of restricting left turn movements at major intersections would not be a successful solution in the major portion of Planning Area A because of the half-mile grid design formed by arterial highways and the lack of through routes within many of the grids. If denied a left-turn, a driver would be required to make a series of right turns and often be required to travel over a mile farther to reach his destination.

With the possible exception of the Center City Area, the technique of one-way street systems would not prove a workable means of relieving traffic congestion in Planning Area A, because these systems are most effective when using couplets or pairs located approximately one-eighth mile apart, with an adequate two-way street separating pairs. Since most of the planning area is served by a grid system of arterial highways at half-mile intervals, the distance between couplets or pairs would be too great.

Current Studies

A very important circulation problem within Planning Area A is the lack of adequate north-south, east-west overcrossings and connection points with the Santa Ana Freeway.

Approximately six miles of the Santa Ana Freeway is within the City's boundaries. Freeway connections and overcrossings are spaced about two and one-half miles apart, which is a significantly greater distance than the normal spacing of interchanges in an urbanized area. As a result, the relatively few arterial highways which provide Freeway access are congested. The construction of additional overcrossings and connection points will help alleviate this problem because traffic volumes will become more evenly distributed throughout the community. Ideally, there



Orange Freeway-Riverside Freeway interchange under construction



Riverside Freeway under construction in the Santa Ana Canyon area

should be both east-west and north-south crossing points at about half-mile intervals, with freeway connection points at approximately one mile intervals.

Traffic congestion problems have increased in the Disneyland and Anaheim Stadium areas. This problem is particularly evident on weekends and during the seasons when events are held concurrently at the Convention Center, Stadium, Disneyland, and Melodyland. Traffic volumes are expected to increase significantly when additional attractions are developed within these areas of the City.

Methods of alleviating congestion problems in Planning Area A that are currently under study are:

- * Completion of a circulation link connecting Anaheim Boulevard and Haster Street. Consideration is being given to establishing a southbound connection and two-way overcrossing of the Santa Ana Freeway and improving roadway widths into the Center City Area;
- * The alignment of West Street north and south of Ball Road, including construction of a two-way overcrossing and connection with the Santa Ana Freeway and the extension of a street from this overcrossing into the Center City Area;
- * The upgrading of Orangewood Avenue between the Orange Freeway (Route 57) and Haster Street including a two-way overcrossing at the Santa Ana Freeway;
- * Modification of the southbound Katella Avenue off-ramp of the Santa Ana Freeway connecting it with Freedman Way and Manchester Avenue;
- * Connecting East and Lewis Streets in the vicinity of Ball Road and realignment of Lewis Street, linking Katella Avenue to Anaheim Boulevard and/or Orangewood Avenue;
- * Adoption of a precise alignment for Clementine Street between Manchester and Orangewood Avenues;
- * The extension of Convention Way between Harbor Boulevard and Haster Street;

- * Widening of the Harbor Boulevard overcrossing of the Santa Ana Freeway and construction of a full interchange;
- * Construction of a Crescent Avenue overcrossing of the Santa Ana Freeway to provide an additional east-west circulation link which will supplement Lincoln and LaPalma Avenues;
- * Widen and improve ramp connections with the Santa Ana Freeway at Brookhurst and Euclid Streets and LaPalma and Lincoln Avenues to relieve congestion at adjacent intersections;
- * Construction of a two-way overcrossing and full interchange linking State College Boulevard, Manchester Avenue, and the Santa Ana Freeway to relieve traffic congestion in the vicinity of State College Boulevard and Chapman Avenue;
- * Upgrading the traffic carrying capacity of Harbor Boulevard between the Santa Ana Freeway and the Riverside Freeway, providing for adequate street width to accommodate anticipated demand;
- * The extension and possible realignment and widening of east-west streets in the Center City Area to relieve existing arterial highways.

A major problem related to the arterial highway system in Planning Area A is that, in many instances, there is no subsystem below the Secondary Highway classification to further serve the half-mile square grids formed by Major, Primary and Secondary Highways. Streets serving subdivisions within many of these grids are oriented directly to arterial highways, and as residential density or land use intensity increases, arterial highways will function less efficiently where these conditions continue to exist. Whenever possible, the grid pattern should consist of Major or Primary Highways at mile intervals, Secondary Highways at half-mile intervals, and Collector Streets at quarter-mile intervals. In the future every effort should be exerted to complete the Collector Street system.

Past policies of the City have been to develop adjacent single and multiple-family projects as self-contained units so traffic generated by the multiple-family use would not have access to single-family residential areas. As a result of these policies, Planning Area A contains a number of stub local streets. The Plan proposes that these streets be extended to their logical terminus where practical or feasible.

Railroad Grade Crossings

There are approximately seventy railroad grade crossings with arterial highways and local streets within the Anaheim city limits. Most of the trackage consists of local spur lines. Regularly scheduled freight and passenger traffic on main lines is relatively light. Primary points of conflict with vehicular traffic are in those areas where the railroads have switching yards; for example, Katella Avenue at the Southern Pacific tracks and Lincoln Avenue and Broadway in the vicinity of the Santa Fe tracks. In general, train speeds are relatively slow and traffic delays are infrequent and of varying duration. Railroad companies recognize the problem of traffic safety and have constructed crossing protection devices at critical crossings.

It is desirable to eliminate all grade crossings in a city so that there are fewer accidents and no delays. However, it is necessary to evaluate the significance of solving the grade crossing problem, the expense involved in correcting it and the need to solve other traffic problems. Annual accident records indicate that major highway intersections experience ten or more times the number of accidents annually as the worst railroad grade crossings in the community.

The railroad grade crossing problem is not expected to be of critical significance in the immediate future and the solution to the problem is too costly to warrant the immediate consideration of a city-wide program that would eliminate many of the City's grade crossings at this time.

It can be anticipated that switching activities will increase as the industrial areas develop. Thus, it is possible that an increase in railroad operations might justify further consideration of railroad grade separations in the future, particularly on State College Boulevard north of Katella Avenue, Lincoln Avenue or Broadway at the Santa Fe tracks, Harbor Boulevard at Santa Ana Street, Broadway near Manchester, and Katella Avenue near Lewis Street. Studies of train and vehicle volumes will be continued in the future to determine circulation needs.

Street Naming Policies

City staff works closely with County and State agencies to eliminate confusion which can result from uncoordinated street naming practices. Police and fire departments are greatly assisted when a uniform naming

policy is extended to all City streets. Therefore, the somewhat standardized approach of designating the more extensive east-west streets and highways as avenues, and the north-south streets and highways as streets has been adopted.

Since nearly eighty-five percent of the land within Planning Area A is developed, there is little opportunity for implementing standardized practices at this date, except with regard to newly constructed facilities.

OBJECTIVES AND POLICIES

The basic objectives in planning traffic-ways are:

- * To provide a circulation system for the efficient and safe movement of people and goods throughout the City and its environs;
- * To provide traffic-ways which will preserve and enhance the appearance and quality of the community.

These objectives are accomplished through the application of certain design and development principles which, for the City of Anaheim, include the following:

- * To locate and classify traffic-ways according to their function. The functional classification of traffic-ways is determined by analyzing:
 - * The location and type of land use to be served;
 - * The origin and destination of traffic served;
 - * The speed, type, and volume of traffic to be accommodated.
- * Provide and maintain adequate street right-of-ways to accommodate the expanding transportation needs of the community.
- * Design street systems to separate residential areas, Elementary Schools, and other generators of pedestrian traffic from industrial, commercial, and other through vehicular traffic while providing all areas with convenient access to arterial highways.









areas served by the municipal water distribution system at a minimum pressure of 55 pounds per square inch.

The appropriateness of this policy is evident from the fact that in 1969 the City received an American Insurance Association (fire insurance) rating of three on a rating scale of 1-10 where one is the highest rating.

- * Establish and enforce requirements for municipal water service which meet or exceed State health standards.

The Water Division has had a State certified water laboratory since 1966, which is presently staffed with a Water Biologist, a Laboratory Field Assistant, and a Cross-Connection Inspector. A cross-connection program protects against backflow and backsiphonage where there are cross-connections between drinking and non-potable water systems. As part of this program, regular on-site inspections are made of all cross-connection devices.

- * Non-duplication of water facilities in Planning Area A within areas served by the Yorba Linda County Water District.

Electrical Distribution System

OVERVIEW

The Anaheim municipal electrical utility has provided service to Anaheim residents since 1895. Prior to that time, electrical energy was unavailable in the City. The generating plant constructed in 1895 delivered single-phase power with a primary voltage of 1000 volts and a secondary voltage of 30 volts. When the plant initially began operation, it supplied electricity for 145 incandescent lamps, 13 arc lights for street lighting and 9 arc lights installed in front of stores.

For the first 21 years - 1895 to 1916 - the municipal utility system generated all of its own power. In 1916, the City negotiated a ten-year contract to purchase all of its power from the Southern California Edison Company, and soon thereafter sold its generating equipment. At the end of the ten-year contract period, the municipally-owned and operated electrical utility installed a generator in parallel with the Edison lines. For the next three years - 1927 to 1930 - this generator provided part of the City's power requirements, the remaining portion being purchased from the Edison Company. Since 1930, the City has

purchased all of its power from the Edison Company; the present contract will expire in 1973.

Today about one billion kilowatt hours of electrical energy is distributed annually to 40,000 meters and 7,000 street lights. Maximum energy demands occur in the summer of each year. In 1968, maximum demand was nearly 160,000 kilowatts.

All power distributed by the City is purchased from Southern California Edison Company at 66,000 volts. Twenty-six miles of City-owned transmission lines carry this power to five substations where it is transformed to 12,000 volts. This power is then distributed through 600 miles of overhead and underground lines to homes and businesses throughout the City.

PRESENT STATUS

Approximately three-fourths of Planning Area A is served by the City-owned and operated electrical system. Portions of the Planning Area generally located: 1) between the Santa Ana Freeway and Brookhurst Street south of Ball Road; and 2) from Dale Avenue to the western City limits are presently served by the Southern California Edison Company.

The City has an agreement with the Edison Company to purchase Edison facilities serving those areas and residents in Planning Area A not presently served by the City system. This program has been in effect for several years and annual appropriations are made to the electrical utility's budget to assure its completion. The 1968 Citizens' Capital Improvement Committee recently reviewed this program and recommended that the City purchase the remaining Edison Company facilities in Anaheim as soon as possible.

All power distributed by the City within Planning Area A is purchased from the Southern California Edison Company and delivered to the Lewis Substation at 66,000 volts. From this point, it is transmitted via multiple 66,000 volt lines to three other substations within the Planning Area which are: Hannum Substation located on Gilbert Street north of Lincoln Avenue; Dowling Substation located on Kraemer Boulevard north of LaPalma Avenue; and Anaheim Substation located on Anaheim Boulevard south of Santa Ana Street. Each of these substations is designed to have an ultimate capacity of 80,000 kilowatts. The City's power distribution system is operated at 12,000 volts except for the

older Center City Area which is served at 4,160 volts.

A new substation - Yorba Substation - has been constructed on LaPalma Avenue just west of Imperial Highway. This facility now provides additional service to the Northeast Industrial Area, portions of the community north of Orangethorpe Avenue, and the western half of Planning Area B.

The City Utilities Department contains a Power Sales Division to assist developers, builders, and citizens in the use of electrical energy for lighting or electrical appliances in their homes, businesses or industries.

FUTURE OUTLOOK

The Electrical Division's management and professional staffs are engaged in a continuous program of physical and technological modernization of all existing facilities and equipment. In addition, projections indicating future power requirements within Planning Area A have been completed. Future plans call for the construction of two additional substations to serve the western and southwestern portions of Planning Area A when the rated capacity of existing substations is reached.

Redevelopment of the Center City Area will require reconstruction of the existing overhead 4,160 volt distribution system. If high-density residential and commercial development materializes, and electrical load requirements increase proportionately, the capacity of existing electrical facilities must be increased. Significant capital investments will be required to provide substation and underground utility facilities to serve a modern downtown business district comprised of high density living and working areas.

The Electrical Division is studying alternate methods of lowering the cost of electrical energy while maintaining a highly reliable level of service. Joint participation with other electrical suppliers to develop generating and transmission facilities is under study to meet the growing electrical needs of the community. Recent studies indicate that the City's electrical requirements will double every six years. Participation by the City in power generation projects may be recommended upon the completion of these studies. A program of this magnitude would require that Anaheim voters authorize the City Council to issue revenue bonds for the necessary capital investments in plant and facilities.

OBJECTIVES AND POLICIES

The principle objective in planning electrical facilities is to provide utility services adequate to enhance the health, safety and general welfare of present and future citizens of Anaheim. This objective can be accomplished with the application of certain policies which, for the City of Anaheim, include the following:

- * Serve electrical energy to all electrical consumers in Anaheim in an efficient manner which is consistent with good utility and business practices at rates which are equal to or lower than rates for comparable services in adjacent communities.
- * Encourage and provide for the installation of electrical lines and cables and underground facilities to enhance the esthetic appearance of the community. Underground electrical service is required by City ordinance for all subdivision developments. The developer provides underground trenches and pays the difference between estimated overhead and underground installation costs.
- * Operate and maintain City street lighting facilities for the safety and control of pedestrian and vehicular traffic. Residential, commercial and industrial subdivision developers are required by ordinance to provide a street lighting system in accordance with City specifications which will then be owned, operated and maintained by the Electrical Division. Developers of properties which are not part of a subdivision are required to either pay a fee for street lighting construction or provide a street lighting system which complies with City standards.

Sewerage System

PRESENT STATUS

A major factor in the urbanization of an area is the availability of an adequate sanitary sewerage system. The development of sewerage systems, like other public utility systems, is a regional consideration. When individual jurisdictions within a region are able to cooperate in the development of major facilities, duplication and expense can be minimized.

One of the principle factors in the development and design of sanitary sewerage systems in Orange County has been the outstanding regional

cooperation between municipal and County governmental agencies in establishing a comprehensive system of major trunk sewers and treatment plants.

Individual cities and districts provide for the design and construction of sewer subsystems which ultimately tie into the larger regional trunk system. Owners and developers of individual properties are responsible for the installation of on-site facilities which will adequately serve their properties.

Orange County Sanitation Districts Nos. 2 and 3 serve most of Planning Area A; portions of west Anaheim are served by the Stanton County Water District and the Garden Grove Sanitary District. The Yorba Linda County Water District serves the portion of Planning Area which is north of Orangethorpe Avenue. Effluent from these Districts is collected by local sewers and transported via main trunk lines to Orange County Sanitation District's treatment plants. The final treated effluent is then discharged into the Pacific Ocean.

The rapid growth and development of Anaheim relates to a number of factors; however an important determinant in the selection of an Anaheim location by homebuilders, industrialists, and developers of major commercial facilities has been the City's willingness to construct sanitary sewers to serve newly developing areas for a reasonable acreage fee. Most of the land within Planning Area A is developed and construction of the municipal sewerage system is nearly complete. Principle criteria used in designing these systems were anticipated land uses and topography; however, economics have also played an important part.

Residential, commercial, and industrial developers needing service pay a sewer acreage fee which is then utilized for sewer construction. In 1968 a Citizens' Capital Improvement Committee analyzed current City sewerage system programs and policies. Their report notes that increased construction costs will necessitate sewer acreage fee increases if the program is to be self-sustaining.

Typical sewer design involves the use of basic coefficients for the quantity of water used by residential, commercial, and industrial land uses. However, local land use considerations, such as anticipated development within the Anaheim Stadium and the Disneyland Areas have warranted a departure from standard practices because of the difficulty in determining the number and size of the major facilities that will ultimately

develop. In sizing sewer facilities in Anaheim's industrial areas, it has been assumed that most development will be of a "light" industrial nature and that industries of the high water user type will incorporate programs of water reclamation and reuse into their site plans.

FUTURE OUTLOOK

All areas of the City, as well as the adjoining undeveloped areas, have been analyzed in terms of existing and future sewer requirements. These analyses point out that deficiencies within Planning Area A are primarily in the Center City Area. Capital improvement programs necessary to upgrade service in this area are currently under study; however, major improvements in the Center City Area will not be undertaken until there is more definite knowledge concerning future patterns and densities of development.

OBJECTIVES AND POLICIES

The basic objective in planning sewer facilities is to provide for the health, safety, and general welfare of the citizens of Anaheim. This objective can be accomplished through the application of certain policies which, for the City of Anaheim, include the following:

- * Provide the necessary systems of drains, sanitary sewers, pumps, and treatment plants to collect and adequately dispose of the liquid wastes of the community.
- * Establish and enforce adequate standards for the discharge of solid liquid industrial wastes to prevent water pollution.
- * Relate Anaheim's sanitary sewer system to regional, State, and national sanitary sewer facilities to assure the reclamation and re-use of liquid wastes as a supplemental water supply wherever possible.

Storm Drain System

PRESENT STATUS

Most of the City of Anaheim is built on a flood plain which originates at the mouth of the Santa Ana Canyon and spreads southwesterly to the Pacific Ocean. The major water course through this area is the Santa Ana River which also forms the eastern boundary of Planning



Area A. The River's course has been channelized with a berm to prevent occasional flooding of relatively level lands to the south and west. Since the River's elevation is higher than most of the land within Planning Area A, it has only limited use as a means of discharging storm water runoff which collects within the Planning Area.

The planning and development of flood control and drainage facilities is a joint effort undertaken by the Orange County Flood Control District and the City of Anaheim. Major facilities, such as the Santa Ana River and flood control channels, are constructed and maintained by the District. These facilities are designed on a minimum basis of a twenty-five year frequency storm to protect against major loss of life and property. County flood control channels serve as regional outfalls for local drains constructed by the City of Anaheim. All Southern California cities, including Anaheim, have historically designed local streets and arterial highways to serve the secondary function of transporting storm water during periods of peak runoff in addition to their primary use as vehicular traffic arteries. However, as areas become urbanized and vacant land is paved and developed, it often becomes necessary to construct special flood control facilities.

Anaheim's prepared Master Plan of Drainage indicates needed drainage facilities for all areas within the City's present boundaries (including Planning Area A). To determine how extensive the City drainage facility system should be, it has been necessary to consider:

- * Anticipated property damage and possible loss of life due to flooding;
- * Economic loss due to traffic delays;
- * Economic losses attributable to rainfall and flooding.

Using the above factors as guidelines, the location and size of required underground storm drains has been principally determined by the following criteria:

- * Flooding on an arterial street should not exceed the width of the parking lane during a ten-year frequency design storm.
- * Flooding on local streets should not exceed the top of the curb during a ten-year frequency design storm.

- * Hillside streets should be designed in a manner that limits maximum runoff velocities of water in the streets; thereby preventing destruction caused by high runoff velocities.

In 1959, the need to initiate a drainage facility construction program was clearly recognized. A bond issue for \$1,300,000 was submitted to the electorate and approved. In 1963, a second bond issue for \$2,500,000 (to fund a continuing drainage facility construction program) was approved by the electorate. The monies from these two storm drain bond issues combined with the use of gas tax funds and minor amount of General Fund money, have provided for the construction of approximately five and one-half million dollars of storm drain facilities since 1959. Thus, when the heavy rainfalls occurred in January and February of 1969, which wrought destruction in other areas of Orange County, the foresight shown by Anaheim citizens during the previous ten years proved fruitful; property losses and inconveniences were minor considering the magnitude of the storm.

The City of Anaheim has a current drainage deficiency in excess of twenty million dollars (reference 20-year Capital Improvement Report for Storm Drains - 1968). The 1968 Citizens' Capital Improvement Committee reviewed these deficiencies and formally recommended a \$5,371,000 dollar program to cover a seven-year construction period. In their judgment, this was a prudent program which would permit the City to continue its position as a leading center for residential, commercial, and industrial growth in Orange County by mitigating the most serious flood problems.

In November 1968, a proposed \$4,500,000 bond issue (to permit the continuance of the storm drain program as recommended by the 1968 Citizens' Committee) was placed on the ballot and defeated by the Anaheim electorate (yes votes: 26,956; no votes: 25,639; approval by two-thirds majority required.)

FUTURE OUTLOOK

The Citizens of the City of Anaheim have been leaders in Orange County in the development and construction of drainage facilities to protect their life and their property. Continued urban growth will be accompanied by increasing demands for additional amenities that can only be provided by constructing an underground drainage facility system. Some of these amenities are:

- * Elimination of the need for cross gutters and channels in streets; thereby providing smoother streets without drainage dips which are hazardous to traffic; and increasing the traffic carrying capacity of streets by reducing traffic slow-down caused by surface drainage.
- * Removal of irrigation "nuisance" and storm waters and the attendant trash and debris which collects in gutters. Pedestrians and school children would be able to walk across streets without wetting feet and clothing from water running in street gutters, and motorists would not have their cars splashed with nuisance water.
- * Providing better protection from flood and erosion damage.

The failure of the 1968 storm drain bond issue requires that other means of financing drainage facilities be considered. Some alternative methods are:

- * Establishing drainage acreage fees;
- * Using more general fund monies;
- * Using federal grant monies;
- * Increased use of gas tax monies;
- * Resubmittal of a bond issue to the Anaheim electorate for their reconsideration.

It cannot be concluded that floods like those of January 1916, January 1934, March 1938, and January and February 1969, are indicative of maximum flood conditions that will be experienced in the future. As noted by U. S. Geological Survey reports concerning past floods in Southern California (Water Supply paper 884), "Residents of Southern California should realize that, in spite of the application of our most advanced technical and scientific knowledge regarding flood control facilities and practices, those who continue to occupy natural flood plains and debris cones are defying the inexorable laws of nature."

OBJECTIVES AND POLICIES

The basic object in planning drainage facilities is to provide a quality service which will adequately protect and enhance the health, safety,

and general welfare of the present and future citizens of the City of Anaheim. The objective can be accomplished through the application of certain policies which include the following:

- * Provide a storm drainage system which will prevent devastating flood drainage and adequately dispose of rainfall and subsequent runoff from a ten-year frequency storm.
- * Relate Anaheim's flood control system to multi-purpose uses whenever practical and financially feasible. Some examples of a desirable multi-purpose use are:
 - * Utilization of land with flood-hazard potential to recreational uses or greenbelt areas;
 - * Maximum retention of storm runoff for recharging into the underground water basin for future water resource;
 - * Combine the construction of underground drainage facilities with street improvement projects to take full advantage of the accruing economies.
- * Relate Anaheim's flood control system to regional, State, and national plans and programs of comprehensive long-range planning for the total urban area to obtain the maximum benefits at the lowest possible cost to the community.

PLANNING AREA B

Planning Area B contains approximately thirteen square miles generally bounded by the Santa Ana River on the north, the Newport Freeway on the west, a prominent ridge-line formed by the Santa Ana Mountains on the south, and Gypsum Canyon on the east.

Anaheim's corporate limits currently extend east from the Newport Freeway to Walnut Canyon Road. However, an annexation agreement has been established between the cities of Anaheim and Orange whereby the east-west ridge line formed by the Santa Ana Mountains will ultimately serve as the boundary between the two cities. Anaheim's jurisdiction will include properties located north of this ridge-line.

Approximately five percent of the land within this Planning Area is developed for urban uses. The balance of the area is vacant or devoted to agricultural uses. Major determinants of the rate at which urbanization will occur are topography and accessibility, and the availability of public facilities.

Fifteen percent (1,268 acres) of the total acreage within the Planning Area is included in an Agricultural Preserve. It is difficult to estimate what effect Agricultural Preserve legislation will have upon the rate at which this Planning Area becomes urbanized because land currently proposed for inclusion in the Preserve is very hilly and furthest removed from current development.

Topography within this Planning Area is primarily hilly and varies from relatively steep foothills along the southern perimeter to gently sloping areas along the Santa Ana River. The Area drains north to the Santa Ana River and can be adequately served by City utilities.

Topography dictates that residential development will constitute the principle land use within Planning Area B. The selection of a relatively low density residential concept was made because it appropriately represents current community policies toward future development in the Santa Ana Canyon area. Different concepts may be appropriate as the area develops. The value of a General Plan for this area is that it:

- * Provides a guideline for future development;
- * Provides a basis for evaluating alternative concepts of development;

- * Provides a means of maintaining a balance between anticipated development and community facilities.

Housing and Residential Areas

PRESENT STATUS

Approximately four percent of Anaheim's existing residential development is located within this Planning Area. Development consists of typical single-family subdivision and large-lot residential estates, most of which have been constructed during the past four years.

FUTURE OUTLOOK

Land use considerations for this Area differ in one major respect from proposals made for Planning Area A - topography dictates that this area will remain somewhat isolated from the continuous urban sprawl that has developed in the relatively flat areas of Anaheim and Orange County. Thus, it is possible and desirable to plan the development of this area as if it were a "planned residential community".

Most of the future single-family residential development in the City of Anaheim will be constructed in Planning Area B. Although we cannot predict the exact nature of this development, current indications are that it will be similar to such Orange County areas as Lemon Heights (Tustin), Sunny Hills (Fullerton) and other such communities.

While it may prove feasible and desirable to develop portions of the hill areas for garden apartments, or even to develop higher densities on particular sites to capitalize upon the spectacular views, this cannot now be foreseen. When trends become clear, the General Plan should be amended to reflect them.

An increase in density can be accommodated as long as a satisfactory balance is maintained between population and community facilities. Higher densities are appropriate to the extent that it is physically and fiscally possible to increase the capacity of these facilities.

OBJECTIVES AND POLICIES

The basic objective in planning this area is to encourage the development and maintenance of a residential living environment that preserves

the amenities of hillside living.

The hill areas south of the Santa Ana River provide a striking view of much of Northern Orange County. While the rest of Anaheim is relatively flat, these areas offer a unique and desirable living atmosphere. The view and appearance of the hill areas is a valuable community resource, and must be carefully developed. Zoning and subdivision standards have been adopted which will provide for the development of living areas that maximize the best aspects of hillside living and yet are economic to develop. Such areas would be quiet, safe, convenient, and attractive.

Policies for residential development in Planning Area B include the following:

- * Encourage the development of a variety of dwelling types and densities which provide housing for different family sizes and age groups.
- * Preserve the integrity of residential areas by separating them from incompatible zoning and land uses.
- * Encourage the development of attractive residential areas through the application of appropriate site development standards.
- * Design street systems in residential areas which discourage use by through or non-residential traffic; yet providing all residential areas and sites with adequate access to thoroughfares and transportation facilities, fire and police protection, public utilities, and other community services.
- * Require that future residential structures constructed adjacent to arterial highways be oriented away from the highway and screened through the use of visual and sound buffers.

The Planning Area will consist of residences, shopping centers, and schools and parks, as well as arterial streets and highways. Major working areas are located across the River to the north and to the west of the Newport Freeway. Present City site development standards require that landscaping and walls separate residential and commercial uses and that homes be backed up to arterial highways and freeways. Differences in elevation will serve as a means of separating incompatible land uses.

Present City policies provide for a transition between various residential densities. The imaginative arrangement of homes and apartments can be accomplished in the hillsides, while still protecting the integrity of each type of development.

The balance between the population and the facilities to serve them can be maintained by regularly comparing the density of development to proposals for roads and community facilities.

RESIDENTIAL DENSITIES AND DISTRIBUTION

Density is the unit of measure used to compare and describe the intensity of residential land use. Different categories of density constitute policy statements establishing the concept of development considered appropriate at various locations within the Planning Area.

Approximately eighty-four percent of the total acreage within Planning Area B is allocated for residential use. The Plan provides for three general categories of residential density which are Low, Low-Medium, and Medium. Each of these categories is implemented by one or more zone classifications. The density that actually develops in a particular area or on a particular site will be determined by:

- * The zone classification within which the property is located;
- * The site development standards that pertain to each particular zone;
- * Topography.

Projected densities are based upon a slope analysis and actual densities common to different degrees of slope.

Low Density

This category is implemented by the R-1, One Family; R-H-10,000, Residential Hillside Single-family; and the R-E, Residential Estate Zone classifications. These Zones provide for lot sizes from 7,200 square feet to an acre or more. As previously mentioned, Planning Area B constitutes a planned (Low Density) residential community. This policy is reflected in the fact that nearly eighty percent (6,837 acres) of the total acreage within the Planning Area is allocated to this category.



Peralta Hills estates

Low-Medium Density

This symbology is designated for sites on the Nohl Ranch which were planned jointly by the City and the developer of the Ranch. The intent of this designation is to provide for the development of a variety of housing concepts as provided for by the standards contained in the R-2, Multiple-family Residential Zone and standards governing mobile home park development. A judgment of appropriate densities for a particular site will depend upon location, topography, and the surrounding environment. More than four percent (329 acres) of the total acreage allocated for residential use within Planning Area B is included in this category.

Medium Density

This category is implemented by the R-3, Multiple-family Residential Zone and standards governing mobile home park development. It may, in the future, prove feasible and desirable to designate portions of Planning Area B for higher residential densities than are now proposed. For example, higher density uses may be appropriately integrated into designs for golf courses, regional parksites, and larger shopping or professional office centers.

Population

PRESENT STATUS

The most recent census of population compiled for Planning Area B is the Anaheim 1966 Special Census. It should be noted that this information constitutes a sample of the Planning Area rather than a comprehensive survey because a significant portion of the current development was outside the City's jurisdiction when the Special Census was conducted. It is estimated that approximately 3,800 persons currently live within Planning Area B.

FUTURE OUTLOOK

Population projections are based upon family size data contained in the 1966 Special Census. Although the information for Planning Area B is not comprehensive, reported family size data are directly comparable with City-wide averages; thus, City-wide averages of 3.9 persons per single-family dwelling unit and 2.4 persons per multiple-family dwelling

unit were used.

An estimated 77,100 persons will live within Planning Area B when residential areas are developed to optimum capacity. This estimate was computed by multiplying the projected number of single and multiple-family dwelling units by the family-size factors noted above and adjusting for an assumed vacancy factor of three percent.

Beginning in 1970, the Bureau of the Census will be conducting a population census every five years. This information will make it possible to more quickly identify significant changes taking place within the community, and population projections can be adjusted accordingly.

Commercial Areas

PRESENT STATUS

To date there has been relatively little commercial development within this Planning Area. However, more than fifty acres of commercial zoning have been tentatively approved jointly by City and County legislators for sites along Santa Ana Canyon Road.

FUTURE OUTLOOK

The Plan treats this area as a "planned community"; the key to this concept being that the amount of commercial development relates to the market support of residents living within the Planning Area. Implementation of this concept according to the objectives and policies noted below necessitates careful consideration of future commercial zoning requests because:

- * The amount of acreage tentatively approved for commercial development (57 acres) constitutes approximately 70% of the projected acreage for Community and Neighborhood shopping centers;
- * The tentatively approved acreage is not dispersed throughout the Planning Area. Instead, it is located within a one-mile section of Santa Ana Canyon Road extending east from Imperial Highway.

A Regional shopping center site study is currently in progress. From a circulation standpoint, a site near the intersection of Imperial Highway and Santa Ana Canyon Road seems ideal because it affords excellent

access in all directions and will be served by the Riverside Freeway.

A center of this type provides "shopping goods" (such as clothes, shoes, variety store items, and appliances) in addition to convenience goods. The major tenant is a department store, along with a variety store, super-market, and small shops.

OBJECTIVES AND POLICIES

The basic objectives in planning commercial land uses within Planning Area B are:

- * To create a framework within which decisions regarding commercial land use can be made;
- * To encourage the development of commerce which will serve the convenience shopping and personal service needs of the people who will live in the hill areas;
- * To encourage the development of a Community or Regional shopping center which will serve the major shopping goods and home appliance needs of people living in the Santa Ana Canyon Area.

Since one of the basic objectives in Planning Area B is to encourage the location of commercial facilities that readily serve Planning Area residents and because relatively low residential densities are anticipated, a concept of small, dispersed, Neighborhood Shopping centers is proposed.

General Plan proposals indicate the minimum number of shopping centers needed to provide reasonably convenient service to residents. The decision of whether or not to zone a particular site for commercial purposes rests upon the facts bearing on that particular site. The Plan serves as an aid in seeing how such a proposal would relate to expected population densities and probable purchasing power.

Policies for commercial development in Planning Area B include the following:

- * Establish site design concepts necessary to insure that commercial centers form a compatible and integral part of the residential neighborhoods within which they are located.

- * Encourage the development of shopping centers that are attractive and efficient through the application of contemporary standards emphasizing landscaping, adequate off-street parking/loading areas, and other appropriate site improvements.
- * Provide all commercial developments with adequate access to transportation facilities, fire and police protection, public utilities, and other necessary community services.

COMMERCIAL DISTRIBUTION

The General Plan includes proposals for basically two types of shopping centers: a number of small Neighborhood centers and a large Community or Regional center.

Neighborhood shopping center proposals are based on the optimum amount of commercial land required to serve 77,100 people. The Plan indicates general locations for eighteen Neighborhood shopping centers. Such a center provides "convenience goods" (food, drugs and sundries) and some personal services (laundry, beauty shop, repair shops). Each center is built around a 10-15,000 square foot market as the major tenant. A Neighborhood center in the hill areas will serve from 1,000 to 1,500 families, and will require 2-3 acres. This is somewhat smaller than is normally found on relatively flat land. The reduction is necessary to provide a reasonable level of convenience and still reach an economic size. Terrain makes it very difficult to obtain a larger site in the hills.

More than 300,000 persons will eventually be living north and south of the Santa Ana River in northeast Orange County. This population will logically support a Regional shopping center. The feasibility of a center of this type locating along Santa Ana Canyon Road will depend, to a large degree, upon commercial zoning policies adopted for the Santa Ana Canyon Area. If a major portion of the Santa Ana Canyon Road frontage is approved for commercial use, support for a Regional center may be absorbed.

All of the symbols shown on the Plan are general as to location. Exact sites have not been determined - all that is indicated is a generalized need. A case in point is the Community or Regional shopping center. Although it is shown on one corner of the intersection of Imperial Highway and Santa Ana Canyon Road, it could easily be located at any of the major intersections in the Hill and Canyon Area. The ultimate location, decided

through a zoning action, is a result of a large number of factors - a few of which are: timing, access, topography, and the ability of an entrepreneur to "put the package together".

While business and professional offices are not indicated on the General Plan Map, these uses are included within the meaning of the Community shopping center symbol.

Schools

PRESENT STATUS

The direct responsibility for providing school facilities within Planning Area B rests with the Orange Unified School District. The General Plan aids school facility planning by:

- * Indicating the City's plans for the long-range use of land;
- * Relating school facility needs to estimated school age population, based on General Plan proposals.

Planning Area B is presently served by three Elementary Schools (Olive, Crescent, and Riverdale) and one Junior High School (Vista Del Rio) which are located north of Santa Ana Canyon Road. Property has been acquired for a joint Elementary-Junior High School site near Glassell Street and Riverdale Avenue; Elementary School sites adjacent to Olive Hills Reservoir and in Peralta Hills; and a High School site at Imperial Highway and Santa Ana Canyon Road.

FUTURE OUTLOOK

General Plan proposals have been determined jointly with the School District and should prove adequate to house projected school enrollment.

A few years ago, the District adopted a concept of providing K-3 Satellite Schools on sites of four acres or less to serve the low density residential neighborhoods anticipated in the hill areas. The basis for this concept was that walking distances and bussing costs would be reduced. It was also thought that site preparation costs would be lower since less playfield area would be required for the younger children.

The District recently re-evaluated costs associated with the K-3 Satellite School concept and found it to be impractical. Thus, conventional K-6 Elementary School facilities are planned which will house from 600 to 770 students on ten-acre sites. The number of classrooms constructed on a particular site will depend upon the residential density of the neighborhood to be served.

School sites will be selected on the basis of minimizing walking distances of more than one mile and the necessity of having to cross a Primary Highway. Eighteen K-6 Elementary Schools are proposed within Planning Area B.

Junior and Senior High Schools are proposed on the same basis as they are now provided by the District. Junior High Schools house from 900 to 1,000 students on a minimum twenty-acre site, and Senior High Schools house from 1,800 to 2,000 students on a minimum forty-acre site. Five Junior and two Senior High Schools are proposed within Planning Area B.

City-wide student per dwelling unit factors obtained from the 1966 Special Census were applied to projected housing inventories, at saturation, to derive school-age population. These factors were used instead of State-wide averages often used by school districts, because Anaheim Census data more accurately describe the local area. City-wide student per dwelling unit factors (incorporating information from both Planning Areas A and B) were used because 1966 Census data indicate that family composition in Planning Area B parallels family composition in Planning Area A. This conclusion is based upon a very small sample (because many residential tracts in Planning Area B are in the County and were not included in the City Census), and should be re-examined when subsequent census data are made available. School-age population per dwelling unit factors and projected enrollments are noted below:

Grade	K-6	7-9	10-12
Age	5-11	12-14	15-17
School-Age Population Per Dwelling Unit			
Single-Family	0.69	0.29	0.24
Multiple-Family	0.21	0.07	0.07
Enrollment At Saturation	13,000	5,300	4,500

These projections only serve as a guide for future school facility planning because school district boundaries are not coterminus with City and Planning Area boundaries. Indications are that a significant portion of the student capacity of some schools within the Planning Area will be students living within the school district, but outside Planning Area B. Conversely, a number of Anaheim students may attend schools outside the Planning Area.

The Orange County Committee on School District Organization has established service areas for existing and proposed Junior Colleges in Orange County. Junior College facilities in the cities of Cypress, Fullerton and Yorba Linda will serve residents of Anaheim.

OBJECTIVES AND POLICIES

The basic objective in planning for the development of school facilities is to assist school districts in their long-range planning. This objective is accomplished through the application of the following principles:

- * Provide comprehensive projections of the community's future population and long-range use of land.

- * Relate school locations to circulation facilities and the needs of the ultimate population.

- * Encourage the coordination of school locations with the City's park system to obtain joint usage of recreation facilities.

Parks, Recreation, and Open Space

PRESENT STATUS

Current policies guiding the development of parksites within Planning Area B differ from those for Planning Area A to the extent that residents of the hill areas are to be served by Community parks, generally more than twenty acres in size, rather than a combination of Community and smaller Neighborhood parks. However, policies for the relatively level portions of Planning Area B are similar to those for Planning Area A in that both Neighborhood and Community parks are proposed.

The selection of the Community park concept for Planning Area B is closely related to the steep terrain of the hill areas and the generally lower residential densities. Terrain dictates the necessity of acquiring sites which exceed actual need in order to provide a sufficient amount of level usable space.

The size of a park will partially depend upon details of acquisition and the recreation program planned for it. Swimming pools, community center buildings, tennis courts, and night-lighted baseball diamonds are examples of facilities which may affect the size of a site. Relatively low residential densities mean that park facilities will serve an area that is substantially larger than the normal half-mile service radius. Because of larger residential lot sizes and a significant amount of undevelopable open space resulting from steep terrain, persons visiting City parks will do so primarily to use special facilities not available at home.

The Orange Unified School District has been very receptive to the concept of developing joint school-park facilities; thus, Community parksites have been planned in conjunction with proposed Junior and Senior High School sites. The joint development of schools and parks increases the usefulness of open-space available for recreation. These schools provide from twelve to twenty acres of playfields, which contain some of the basic facilities common to playfield areas of a Community park. These facilities are usually available to the general public when school



Recently developed Featherly Regional Park



Featherly Regional Park

is not in session. Parks provide picnic areas and other special-purpose facilities which schools find helpful to their programs.

To date, two parksites have been acquired within Planning Area B. An eleven-acre site adjacent to Olive Hills Reservoir is partially developed and scheduled for completion as money becomes available. A sixteen-acre site adjacent to Crescent Elementary School is undeveloped. The County Park Department is currently engaged in developing Featherly Regional parksite, an area of some 156 acres located along the Santa Ana River immediately north of the junction of Gypsum Canyon and Santa Ana Canyon Roads.

FUTURE OUTLOOK

City park and recreation programs for Planning Area B were reviewed and analyzed by the 1968 Citizens' Capital Improvement Committee. Recommendations resulting from this analysis are:

- * That the current policy of providing 1.5 acres of parkland per 1,000 persons, excluding Regional parks, golf courses, and special facilities, be continued;
- * That the policy of coordinating the development of parksites adjacent to Junior and Senior High Schools be continued;
- * That each park be developed to serve the particular needs of its service area;
- * That the parkland development rate be proportionate to population growth within Planning Area B.

Important considerations regarding the planning of recreational facilities in the Santa Ana Canyon are the many opportunities to develop natural water courses and easements for regional facilities, thereby further enhancing the living amenities of this attractive area.

The State Division of Highways borrow pit at Nohl Ranch Road and Santiago Boulevard is located adjacent to Anaheim's Olive Hills Reservoir and has recreation use potential. When the State has finished excavating from the pit it will be offered to interested public agencies. Since this site is located in the City of Orange, it should logically be acquired by that jurisdiction or the County. Combining the perpetually open down-

wash of the Reservoir with the borrow pit presents a unique opportunity to reserve this open area. Although no specific use is proposed at this time, it has obvious potential as a golf driving range or a special activities park.

The downwash area of the Walnut Canyon Reservoir also has potential for recreation or open space use. Favorable natural topography could form the basis for a major golf course proposal. Both the popularity of golf and the beauty of a well-designed course combine to make this an invaluable community asset.

There is a possibility of extending the County's Master Plan of Riding and Hiking Trails into this Planning Area. The County Plan proposes the use of the Santa Ana River bed west of Imperial Highway. Extension of a proposed flood control facility east from Imperial Highway to the County line will permit use of the Santa Ana River for recreation potential of the River between Imperial Highway and Horseshoe Bend, north of the proposed Riverside Freeway alignment.

Planning Area B is traversed by two major powerline rights-of-way. These rights-of-way extend from the Santa Ana River near Katella Avenue in the southwest to the Riverside Freeway in the vicinity of Weir Canyon Road in the northeast. Although they cross steep terrain, these rights-of-way are in excess of 300 feet wide, thus they offer a system of potential riding and hiking trails. Such a facility might be coordinated with the County Master Plan, or it might be provided by the developers of adjacent property in cooperation with the County. The details of development and operation of such an internal system should be worked out in advance of the urban development of adjacent properties. This system would offer a recreational experience which is quite different from a ride or walk along the River bed.

Other riding and hiking trails may be established as the hills develop. One possibility might be the "four-corners" pipeline easement. This easement runs in an east-west direction, about 2,000 feet south of Santa Ana Canyon Road. At present it is too early to determine if this trail should be public or private. This should be the subject of a special study in the near future.

OBJECTIVES AND POLICIES

The basic objectives in providing recreation facilities within this Planning Area are:

- * To develop parks in conjunction with Junior and Senior High School sites which will serve basic recreation needs;
- * To encourage the development of natural and scenic recreation resources, by the responsible agency, which will serve regional needs and further enhance the local environment.

The natural beauty of much of the hill areas can be preserved in regional parks, in areas adjacent to the Santa Ana River, in riding and hiking trails, and in the rolling fairways of golf courses. Fine stands of existing trees should be capitalized upon in the development of the hills, for they add value and beauty to neighborhoods. An important part of this objective is to encourage the responsible agency to take appropriate action.

PROPOSALS

The General Plan designates six Community parksites. Individual park-site size is based upon a minimum of fifteen acres of level land plus additional acreage necessary to meet the standard of 1.5 acres per 1,000 population. Topography dictates the necessity of acquiring more acreage in some areas. A total of approximately 120-150 acres will be necessary to serve the residents of Planning Area B.

With the exception of sites that are already acquired, parksites symbols are general in location. Specific locations will be determined by the location of future Junior and Senior High School sites and circulation facilities. Featherly Regional Park is shown as are special facilities such as a golf course in the vicinity of Walnut Canyon Reservoir, major utility easements, flood plains, water courses, and the Santa Ana River. These special facilities represent opportunities within Planning Area B for incorporating regional recreation planning considerations.

Libraries

PRESENT STATUS

Bookmobile service has been provided to the City's eastern sector to meet the education needs of this relatively low population density area.

FUTURE OUTLOOK

In general, branch libraries are planned at two to two and one-half mile intervals; each branch will serve approximately 50,000 people. Areas which cannot support a branch will be served by bookmobiles.

Current City plans call for the construction of an east Anaheim regional library facility to be completed in proximity to a major shopping center. The most appropriate location for this branch appears to be along Santa Ana Canyon Road, near the intersection of Imperial Highway. This particular location is most accessible to persons living within Planning Area B, and to the north, because it provides access in four directions. Experience has shown that libraries located in proximity to major shopping facilities or other community focal points benefit from mutual patronage.

In 1968, the Citizens' Capital Improvement Committee completed an extensive review of programs in progress and twenty year projected population growth within this planning area. On the basis of this review, the following program of expansion was forwarded to the City Council for their consideration:

- * That a regional or main library facility of 25,000 square feet or more be constructed in the Hill and Canyon Area of east Anaheim. Such a branch would eliminate the undue burden placed upon Santa Ana Canyon residents who must now seek major library facilities at some distance from their homes.
- * That a branch library be constructed eastward of the regional library site; the branch to consist of 10,000 square feet of floor space.

If this system is completed as proposed, nearly all residents of Planning Area B will be within less than ten minutes drive of a library. In addition, bookmobile service will be provided to residential areas located more than two miles from either a branch or the regional library.

Plan symbology for proposed facilities indicates a general relationship between future library requirements and the population to be served rather than a recommended or precise location.

OBJECTIVES AND POLICIES

The basic objective in planning for the development of library facilities is to support and encourage the educational and cultural enrichment of the citizens of Anaheim. This objective is accomplished through the application of certain principles which, for the City of Anaheim, include the following:

- * To provide a city-wide network of conveniently located library facilities, offering a wide variety and range of informational, cultural, and educational services.
- * To make provisions for conferences and general public meetings in order to facilitate cultural development.
- * To record and set forth the colorful history of Anaheim, a city significant in the development of the State of California.

Fire Stations

PRESENT STATUS

To date, only residential development has been completed within the incorporated portion of Planning Area B, and almost all of the development is in the western sector. These residential areas are currently served by a temporary fire station located on Pinney Drive near the intersection of Santa Ana Canyon Road.

FUTURE OUTLOOK

The American Insurance Association has developed standards for determining the number of fire stations needed within an urban area. They strike a balance between population density, building types and heights, fire hazards, and response time and distance factors. These standards recommend that fire stations be located within one mile of high-value areas such as the proposed Regional or Community shopping center and high-density apartments. In hilly areas, no residential neighborhood should be more than two miles from a station; however, for areas having

a residential density of more than four dwelling units per acre, the response distance should be reduced to one and one-half miles.

The General Plan indicates a need for three stations to serve anticipated development within Planning Area B. Fire station locations are general rather than specific; however, they are based upon the standards discussed above. Topography is an important consideration when selecting fire station sites in hill areas. Response time can be reduced by locating stations along or near the crest of hills; thereby reducing the amount of uphill driving necessary to reach most points within the response area. Actual fire station site selection will be influenced by the future development of streets, highways, freeway interchanges, and high-value areas such as major shopping centers and apartment complexes.

Facilities at the temporary station on Pinney Drive will ultimately be moved to a permanent location in the vicinity of Lakeview Street and LaPalma Avenue. This facility will serve the Northeast Industrial Area as well as a portion of Planning Area B. A recommendation included in the 1968 Citizens' Committee report is that development of the Lakeview Street - LaPalma Avenue site coincide with completion of the Lakeview overcrossing of the Santa Ana River scheduled for 1970.

OBJECTIVES AND POLICIES

The basic objective in planning fire stations is to protect the lives, property, and investments of the citizens of Anaheim. This objective can be accomplished through the application of the policy of providing a uniform network of fire stations at strategic locations to efficiently and economically serve all areas of the community by:

- * Locating fire stations near major street intersections and freeways for optimum accessibility to physical development and the least amount of friction with adjacent land uses;
- * Complying with American Insurance Association standards to assure the most economical community fire insurance rates possible.

Police Facilities

PRESENT STATUS

The City is presently served from a single headquarters building located



Police helicopters



Fire fighting facilities — past and present



at the northwest corner of Harbor Boulevard and Santa Ana Street. The original single-story facility was planned and structurally designed to support two additional stories as expansion became necessary. A second story addition was completed in December 1969.

FUTURE OUTLOOK

The 1968 Citizens' Capital Improvement Committee reviewed the operational needs of the Police Department during the next twenty years. This Committee considered possible advantages in establishing branch stations in west Anaheim to provide Police Information Centers which would facilitate more effective crime prevention techniques and create a public image of local police protection in outlying areas. The Committee also considered the possibility of developing a series of police facility substations in conjunction with fire station sites, thereby substantially reducing capital expenditures required to establish branch police stations. Upon completing their analyses of these alternatives, the Committee concluded that:

- * The present police headquarters site is adequate for any necessary plant expansions between now and 1990;
- * There is no functional advantage in establishing branch stations in the near future. The present level of service provided all areas of the City seems adequate. Branch facilities would probably result in unnecessary duplication without substantially improving the present level of service.

OBJECTIVES AND POLICIES

The basic objective in planning police facilities for the City is to protect the lives, property, and investments of the citizens of Anaheim. This objective is accomplished by providing a system of police protection facilities which will efficiently and economically serve the needs of the community.

Circulation

PRESENT STATUS

Basic concepts for the development of an adequate circulation system to serve this Planning Area were adopted in 1965. The adopted circu-

lation pattern was developed jointly with the County and the cities of Orange and Villa Park. Although indicated road locations are approximate rather than precise, they represent feasible alternatives resulting from design studies. Topography will largely determine precise alignments. The classification of each road is based upon residential density proposals of the Plan. The circulation system represents the minimum required to serve the Planning Area, given these density proposals.

Since only limited development has taken place to date, basic circulation links have not been completed.

FUTURE OUTLOOK

The Plan proposes six major north-south arterial highways. Three arteries cross the hills - Lakeview-Crescent-Lemon, Imperial, and Weir Canyon; two penetrate the hills - Lincoln-Nohl Ranch Road, and Orange Park Boulevard; and one provides a loop, connecting Walnut and Gypsum Canyons. The proposed backbone arterial system is essential to provide access through the Planning Area to adjacent areas and between jurisdictions.

Five classes of arterial highways are proposed in the Plan. They fulfill the same general functions as those west of the River; however, standards have been modified because of the steep terrain. It may be necessary to deviate from standards discussed below where topography dictates. The hillside standards will be applied in areas where the grades generally exceed six percent.

Freeways

Freeways are controlled-access separated highways providing for regional and inter-city traffic. They usually require 200 to 300 feet of right-of-way.

The Planning Area will be served by three Freeways - the Newport (Route 55) on the west, the Riverside (Route 91) on the north, and the Yorba Linda-Imperial (Route 90) providing service from the northwest. These Freeways will interchange with surface streets at the following points:

* Newport Freeway (Route 55)

Katella Avenue - Villa Park Road
Lincoln Avenue - Nohl Ranch Road

* Riverside Freeway (Route 91)

Jefferson Street
Lakeview Street (extended south across the River)
Imperial Highway
Weir Canyon Road
Gypsum Canyon
Coal Canyon

* Yorba Linda-Imperial Freeway (Route 90)

Imperial Highway

Current projections are that the Riverside Freeway will become operational during 1971 and the Yorba Linda Freeway will be in operation by 1977. The State Division of Highways, in conjunction with the City of Yorba Linda, is currently studying the possibility of routing the Yorba Linda Freeway north and east of Yorba Linda, tying into the Riverside Freeway in the vicinity of Weir Canyon. The Plan only designates the Yorba Linda Freeway north of Esperanza Road because the right-of-way has been acquired and the first stage of construction has been completed. The General Plan will be amended to show the adopted routing.

Expressways

Expressways are limited-access highways that serve inter-city traffic. They usually provide six travel lanes, a center divider or painted median, and emergency parking lanes and require approximately 200 feet of right-of-way. Santa Ana Canyon Road will be relinquished by the State following completion of the Riverside Freeway and will provide the principal means of surface circulation within the Planning Area and its immediate surroundings.

A joint study establishing access points along Santa Ana Canyon Road has been completed and adopted by State, County and City legislators. It provides for nine four-way intersections and two three-way intersections along a four and one-half mile section of Santa Ana Canyon Road between Peralta Hills Drive and Eucalyptus Drive. Studies are

currently underway to consider an additional four-way access point to serve the eastern perimeter of the proposed High School and Community parksite located south of Santa Ana Canyon Road and east of Imperial Highway.

Major Highways

Major highways are six-lane divided highways connecting cities within a region. A standard Major highway requires 120 feet of right-of-way.

No Major highways have been proposed within the Planning Area; however, several will provide service to the area. Orangethorpe Avenue provides for east-west traffic, and Tustin Avenue provides for north-south traffic between Orangethorpe Avenue and the Riverside Freeway.

Primary Highways

Primary highways are four-lane divided highways providing for circulation within the Planning Area and its immediate surroundings. A standard Primary highway requires 106 feet of right-of-way; however, in the hill areas, this standard has been reduced to 84 feet.

Two Primaries serve the immediate area. Lakeview Street will extend from Santa Ana Canyon Road across the River into the Yorba Linda area. Weir Canyon Road, the only Primary highway to cross the hills, will connect the central and northeastern Orange County areas.

Secondary Highways

Secondary highways are four-lane highways providing for circulation within the Planning Area. A standard Secondary highway requires 90 feet of right-of-way. In the hillsides, the width will vary depending upon whether there is direct access to the highway. If there is to be access to both sides of the road, 74 feet is required. If access is on one side only, 67 feet is required, and if there is no access only 60 feet need to be provided. Where no access is provided, parking bays may be required at regular intervals to handle emergency parking.

A large number of Secondary highways are proposed. Of these, the most important are:

- * The southern extension of Lakeview Street across the hills to Lemon Street in Villa Park;
- * The southern extension of Imperial Highway to terminate at Santiago Boulevard;
- * The Walnut Canyon-Gypsum Canyon loop serving the eastern half of the Planning Area;
- * The northern extension of Orange Park Boulevard to connect with Walnut Canyon Road in the vicinity of the Walnut Canyon Reservoir;
- * The eastern extension of Nohl Ranch Road to Walnut Canyon Road.

Collectors

Collectors are two-lane highways distributing residential traffic from its origin to higher capacity facilities. A standard Collector requires 64 feet of right-of-way. In the hill areas the standard has been modified as follows: access both sides - 60 feet of right-of-way; access one side only - 46 feet; if no access is provided - 32 feet. As with Secondaries, parking bays may be required for emergency parking. The Plan shows general locations for a number of Collectors. They are mostly found in the higher elevations of the Planning Area, where densities are expected to be generally lower.

Interior Streets

Interior streets provide primary access to residential properties. A standard Interior street requires 60 feet of right-of-way. In the hills the standard has been modified to allow the following: 56 feet of right-of-way where there is access on both sides; 43 feet where there is access on one side; and 30 feet where there is no access. This last condition will be very infrequent. As above, emergency parking bays may be required.

Scenic Highways

Several highways lend themselves to development as scenic highways. Principle among these are Santa Ana Canyon Road, Nohl Ranch Road, and the proposed hillside Collectors which follow the ridge-line and form the southern boundary of Planning Area B. These latter facilities may offer potential scenic vistas; future precise alignments could incorporate

turnouts for motorists.

The unpaved portion of State property on both sides of Santa Ana Canyon Road varies from a few feet in width to more than 150 feet in width where there are steep slopes. The State will presumably relinquish rights to Santa Ana Canyon Road and this excess property some time after completion of the Riverside Freeway. It may be possible for the City to acquire and attractively landscape this property.

River Crossings

Five crossings of the Santa Ana River are planned. Crossings at Tustin and Lakeview Avenues and Imperial Highway have been part of the City's policies for some time. The Imperial Highway and Tustin Avenue bridges are constructed. The Lakeview Avenue bridge is essential to complete the link between Yorba Linda, Anaheim, and Villa Park and will probably be built by mid-1970.

The crossing at Weir Canyon Road will link Yorba Linda and central Orange County areas. This will probably be the easternmost Primary highway providing access to the Riverside Freeway from the central portion of the County.

The fifth bridge will cross the River in the vicinity of Featherly Regional Park and is intended to interchange with the Riverside Freeway near the mouth of Gypsum Canyon.

OBJECTIVES AND POLICIES

The basic objectives in planning an adequate circulation system within Planning Area B are:

- * Provide a system of trafficways which is related to the planned residential densities and land use and the anticipated need for moving people and goods.
- * Relate the system of arterial highways to the County Master Plan of Arterial Highways and to the Plans of adjacent cities.
- * Provide trafficways which will enhance the appearance and quality of the residential and commercial areas through which they travel.

The different classes of arterial highways are based on the expected traffic volumes. These volumes are in turn based upon the anticipated development of adjacent land. A decision to change the use of that land will affect the volume of traffic carried on the highway. If the capacity of the roadway is exceeded, additional width, or perhaps a completely new right-of-way would be required. This consideration is complicated by steep topography.

Current City policy calls for landscaping along arterial highways, as well as street tree planting. These policies should be continued in the hillsides to maintain the same high quality of development existing west of the River. In the hill areas, the appearance of streets and highways should be carefully considered.

Water Distribution System

PRESENT STATUS

Growth within Planning Area B, to date, primarily consists of residential development constructed in the western one-third of the Planning Area. Most of this development is served by the City-owned and operated water system. The Peralta Hills and Walnut Canyon Mutual Water Companies each serve water to approximately 800 acres. Water distributed by the City is obtained from one MWD connection, the A. F. Lenain Filtration Plant, and Olive Hills Reservoir.

The City is presently engaged in the development of a backbone system to serve anticipated growth. The initial phase of this program was the construction of the 920 million gallon Walnut Canyon Reservoir and the adjoining A. F. Lenain Filtration Plant which has a capacity of ten million gallons per day. In addition, several miles of transmission mains have been installed.

FUTURE OUTLOOK

Existing facilities will be expanded to meet the needs of anticipated increases in demand resulting from future growth and development. Plans for the future include increasing the capacity of the A. F. Lenain Filtration Plant from ten to twenty million gallons per day and constructing additional booster stations and storage tanks to serve elevations higher than existing facilities.

Future transmission mains will be constructed along street and highway rights-of-way whenever possible, thereby keeping easement costs to a minimum. Water revenue bonds are a means of undertaking future capital improvement programs.

OBJECTIVES AND POLICIES

The principle objective in planning water facilities is to provide service to the citizens of Anaheim—Service in the form of adequate pressure, high quality, and necessary quantities to meet both domestic and fire demands. These objectives can be accomplished through the application of certain policies which, for the City of Anaheim, include the following:

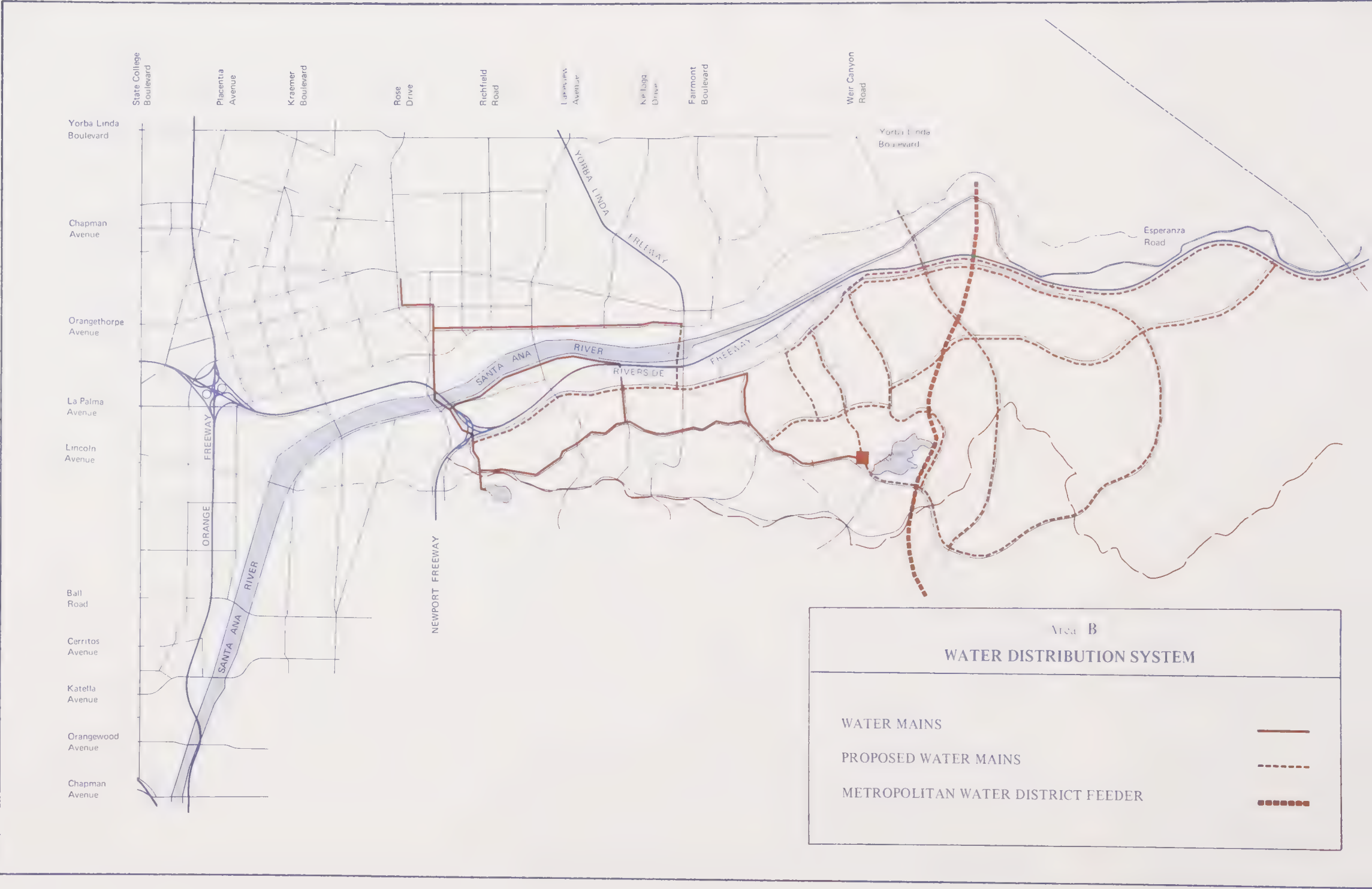
- * Provide for the efficient and economic distribution of an adequate water supply to all residential, commercial, industrial and public areas served by the municipal water distribution system at a minimum pressure of 55 pounds per square inch.

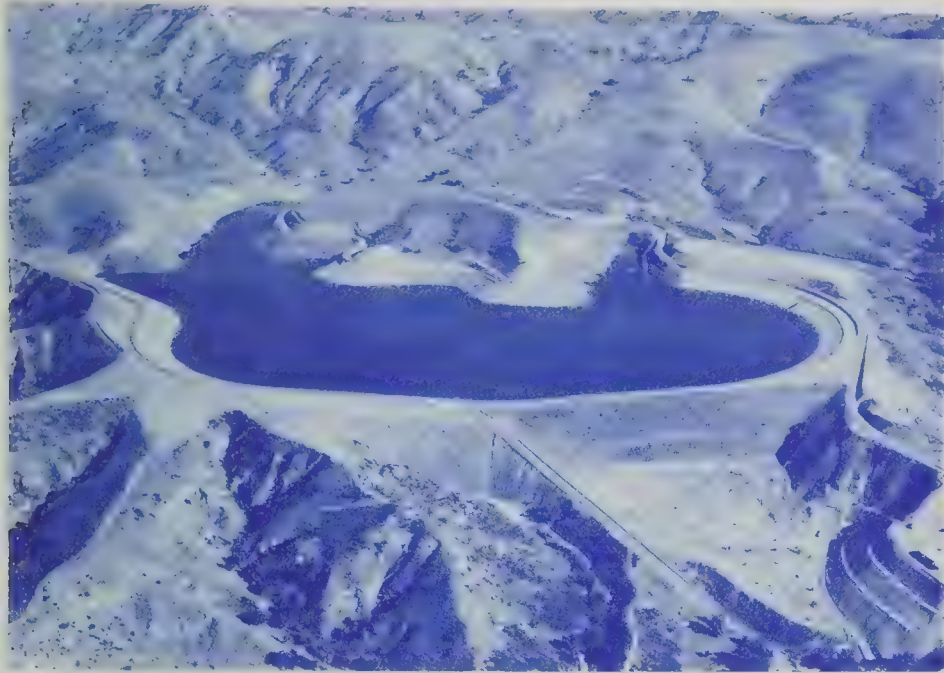
The appropriateness of this policy is evident from the fact that in 1969 the City received an American Insurance Association (fire insurance) rating of three on a rating scale of 1-10 where one is the highest rating.

- * Establish and enforce requirements for municipal water service which meet or exceed State health standards.

The Water Division has had a State-certified water laboratory since 1966, which is presently staffed full time with a Water Biologist, a Laboratory Field Assistant, and a Cross-Connection Inspector. A cross-connection program protects against backflow and backsiphonage where there are cross-connections between drinking and non-potable water systems. As part of this program, regular on-site inspections are made of all cross-connection devices.

- * Non-duplication of water facilities in Planning Area B within areas served by the Peralta Hills and Walnut Canyon Mutual Water Companies.





Walnut Canyon Reservoir



Olive Hills Reservoir

Electrical Distribution System

PRESENT STATUS

Growth within Planning Area B, to date, primarily consists of residential development constructed in the western one-third of the Planning Area. Both the City and the Southern California Edison Company have installed overhead 12,000 volt systems to serve this Planning Area. Areas annexed to the City after development occurs are generally served by the Edison Company. Uninhabited areas annexed to the City before development occurs are generally served by the City. As in Planning Area A, the City has an agreement with the Edison Company to purchase Edison facilities serving those areas and residents in Planning Area B not presently served by the City system.

Power for the City system is distributed from the Dowling Substation located in Planning Area A on Kraemer Boulevard north of LaPalma Avenue. The City is presently engaged in the development of a backbone system to serve anticipated growth within Planning Area B. The initial phase of this program was construction of the Yorba Substation (also located in Planning Area A) on LaPalma Avenue west of Imperial Highway. This facility began operation in early 1970.

FUTURE OUTLOOK

An additional substation is planned in the vicinity of Featherly Regional Park to serve future development in the eastern half of Planning Area B. The City's electrical system will be expanded to meet the needs of increasing load requirements as this area is annexed and developed. Future 12,000 volt lines will be installed along street and highway rights-of-way wherever possible, thereby keeping easement costs to a minimum.

OBJECTIVES AND POLICIES

The principle objective in planning electrical facilities is to provide quality utility services adequate to enhance the health, safety and general welfare of present and future citizens of Anaheim. This objective can be accomplished with the application of certain policies which, for the City of Anaheim, include the following:

- * Serve electrical energy to all electrical consumers in Anaheim in an efficient manner which is consistent with good utility and business

practices at rates which are equal to or lower than rates for comparable services in adjacent communities.

- * Encourage and provide for the installation of electrical lines and cables and underground facilities to enhance the esthetic appearance of the community. Underground electrical service is required by City ordinance for all subdivision developments. The developer provides underground trenches and pays the difference between estimated overhead and underground installation costs.
- * Operate and maintain City street lighting facilities for the safety and control of pedestrian and vehicular traffic. Residential, commercial and industrial subdivision developers are required by ordinance to provide a street lighting system in accordance with City specifications which will then be owned, operated and maintained by the Electrical Division. Developers of properties which are not part of a subdivision are required to either pay a fee for street lighting construction or provide a lighting system which complies with City standards.

Sewerage System

PRESENT STATUS

A principle reason for the dynamic growth of the relatively level westerly portion of Planning Area B during the past four years has been the extension of a main trunk sewer from the Riverside Freeway east to Imperial Highway and a twenty-seven inch trunk extending easterly from this facility to beyond Solomon Drive. Present plans call for extending this facility further east to Möhler Drive by mid-1970. Factors which led to construction of the main trunk sewer were:

- * The Orange County Sanitation District's long-range plans for main trunk sewers designated a facility along the south side of the Santa Ana River; however, the scheduled date of completion was 1975;
- * Recognition of the fact that residential land within Planning Area A was approaching saturation and that the Santa Ana Canyon was now ready to begin developing.

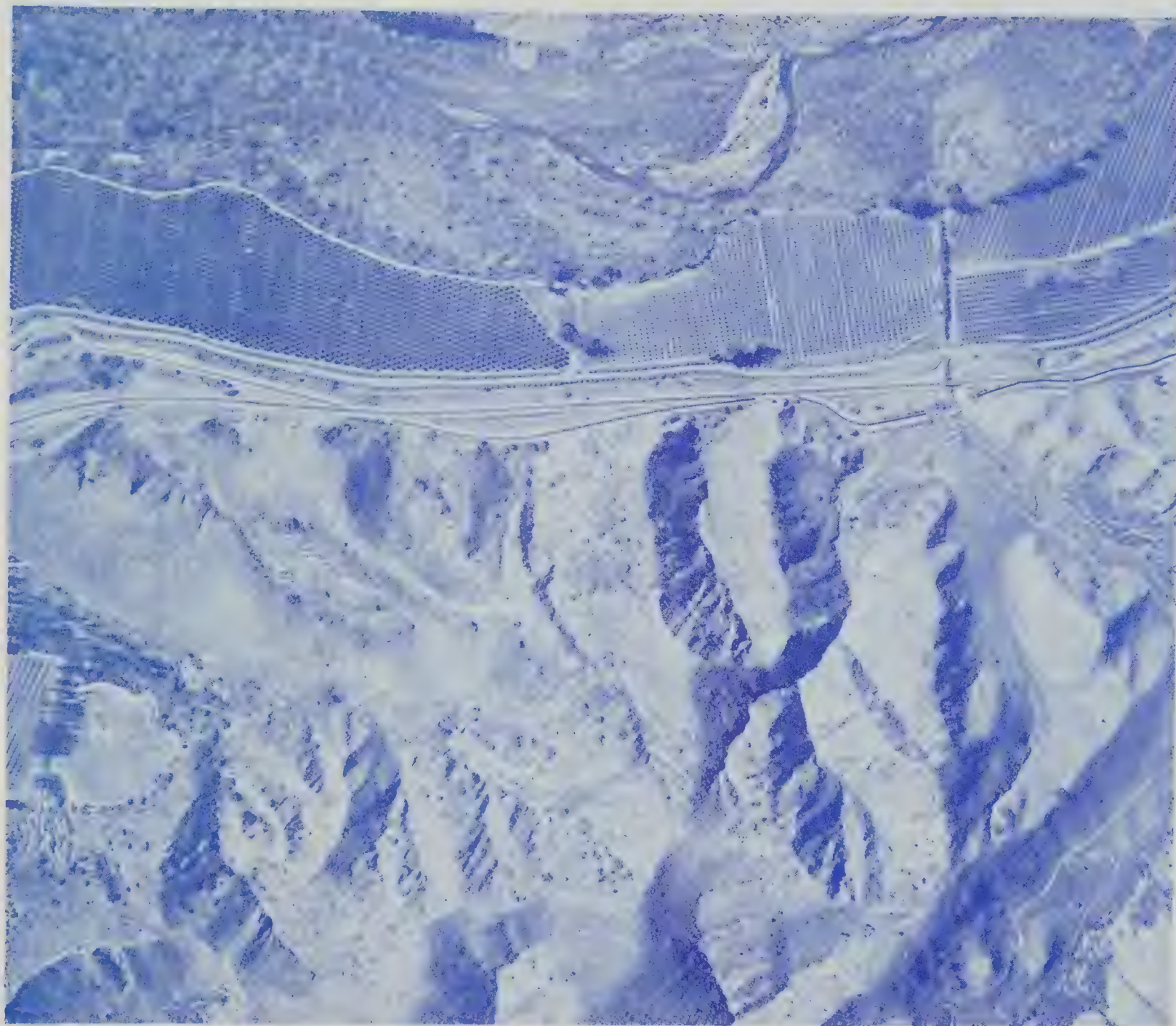
FUTURE OUTLOOK

The economics of sewerage facility construction in an area of steep





Homes served by underground utilities



terrain, such as Planning Area B, have necessitated the establishment of a separate policy for this area which is:

The present City-wide sewer construction acreage fee of \$350 per acre will be applied to undeveloped acreage within Planning Area B. However, monies received from this fee will cover costs related to the construction of trunk sewers sized ten inches and larger. Property developers will be required to construct all sewers less than ten inches in size both within their development and from the trunk sewer provided by the City. The planned system of trunk and collector lines is indicated on the Trunk Sewerage Facilities Map.

Steep terrain in the hill areas may necessitate the installation of several pumping stations. It is probable that relatively small interim sewage treatment plants will be constructed along the north bank of the Santa Ana River to serve the area east of Imperial Highway both north and south of the River. These interim plants will provide necessary service until main trunk sewer systems are completed. Treated effluent from these plants will be discharged into the Santa Ana River and will eventually percolate down to the underground water table. The Orange County Sanitation District currently proposes locating a water reclamation plant south of the Riverside Freeway and west of Tustin Avenue.

OBJECTIVES AND POLICIES

The basic objective in planning sewer facilities is to provide for the health, safety, and general welfare of the citizens of Anaheim. This objective can be accomplished through the application of certain policies which, for the City of Anaheim, include the following:

- * Insure that the necessary systems of drains, sanitary sewers, pumps, and treatment plants to collect and adequately dispose of the liquid wastes of the community are provided.
- * Establish and enforce adequate standards for the discharge of solid and liquid industrial wastes to prevent water pollution.
- * Relate Anaheim's sanitary sewer system to regional, State, and national sanitary sewer facilities to assure the reclamation and re-use of liquid wastes as a supplemental water supply wherever possible.

Storm Drain System

PRESENT STATUS

To date, only a limited amount of storm drain facilities have been constructed within this Planning Area. Partially completed facilities include:

- * A City constructed channel adjacent to Nohl Canyon Road which also serves as a spillway for Walnut Canyon Reservoir. (This channel has not been fully lined and substantial improvements are necessary before this project is completed.)
- * An upstream storm drain through the residential tract at Solomon Drive south of Santa Ana Canyon Road is complete; but, the downstream portion from Santa Ana Canyon Road to the Santa Ana River has not been constructed.

It is estimated that if Planning Area B is to develop as anticipated, it will cost in excess of five million dollars to provide adequate flood-control and storm drain facilities.

FUTURE OUTLOOK

The Orange County Flood Control District has prepared a study entitled "An Investigation of Flood Control and Water Conservation Deficiencies within Orange County, California" which notes the major drainage courses and areas of deficiency within Planning Area B. The construction of these needed facilities presents no difficult or unusual problems from an engineering and technical point of view; however, difficult decisions of the future will be:

- * How to provide adequate drainage facilities with limited financial resources;
- * What sources of monies can or will be used.

Financing the construction of necessary drainage facilities will be a perplexing problem in the well-planned development of Santa Ana Canyon. Current City policy is that developers are required to construct necessary drainage facilities, at their cost, if they desire to proceed with development prior to work by the Orange County Flood Control

District or the City's ability to financially participate in a drainage project.

OBJECTIVES AND POLICIES

The basic object in planning drainage facilities is to provide a quality service which will adequately protect and enhance the health, safety and general welfare of the present and future citizens of the City of Anaheim. This objective can be accomplished through the application of certain policies which include the following:

- * Provide a storm drainage system which will prevent devastating flood drainage and adequately dispose of rainfall and subsequent runoff from a ten-year frequency storm.
- * Relate Anaheim's flood control system to multi-purpose uses whenever practical and financially feasible. Some examples of a desirable multi-purpose use are:
 - * Utilization of land with flood-hazard potential for recreational uses or greenbelt areas.
 - * Maximum retention of storm runoff for recharging into the underground water basin for future water resource.
 - * Combine the construction of underground drainage facilities with street improvement projects to take full advantage of the accruing economies.
- * Relate Anaheim's flood control system to regional, State and national plans and programs of comprehensive long-range planning for the total urban area to obtain the maximum benefits at the lowest possible cost to the community.

III. USING THE PLAN



USING THE PLAN

The Anaheim General Plan transmits City policies from year to year. It allows adopted policies to be reviewed and discussed in the light of important changes in the community. To assure this, several steps are necessary.

The first is a program of periodic review and amendment. A regular review and amendment of the Plan is essential to insure that the City's current policies are accurately and clearly shown on the Plan. In addition, the Plan should be reviewed in the light of major proposals which are in conflict with it. If the new proposal is found to be superior, the plan should be amended.

The second major step is to undertake precise plans and studies which are designed to carry out the objectives of the Plan.

A third major step is the revision of existing codes and ordinances to reflect City policies.

Finally, the General Plan will serve as a guide to the location and programming of major public facilities. By using the Plan, these facilities can be related to expected future population levels, and to probable land use patterns. This is particularly applicable in the Hill and Canyon areas, where there is relatively little development at present.

The General Plan can be an effective tool when used to guide community development. The Plan has no power in itself. It relies upon well-conceived programs and sound administration for its effectiveness. The General Plan is not the end, but rather the beginning of an intelligent planning program.

Map References

Santa Ana Canyon Road Access Points – Number 594-66-0

Slope Analysis – Number 1435-64-1

Master Plan of Arterial Highways for Orange County
Orange County Planning Department

Report References

Master Plan of Regional Parks for Orange County

Master Plan of Riding and Hiking Trails for Orange County

Orange County Flood Control District – An Investigation of
Flood Control and Water Conservation Deficiencies Within
Orange County, California

City of Buena Park – General Plan

City of Fullerton – Land Use General Plan

City of Orange – Proposed General Plan

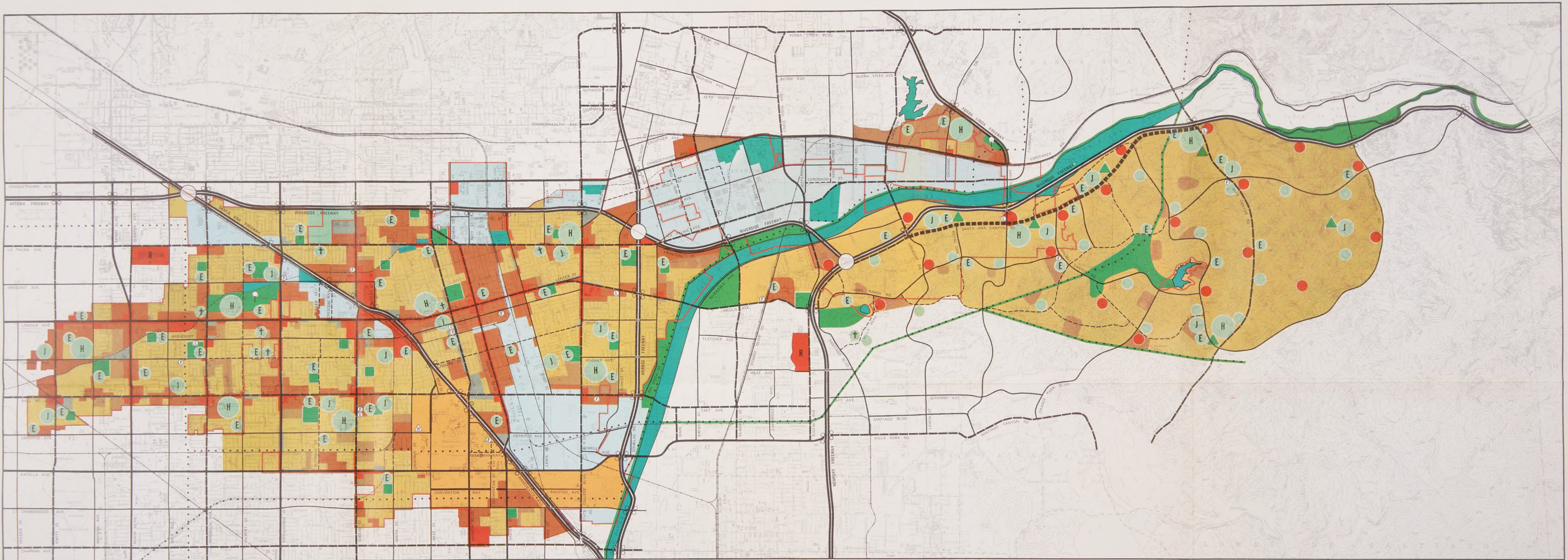
Yorba Linda – General Plan

Economics Research Associates – Phase I and Phase II reports
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Autonetics Division, North American Rockwell Corporation,
Anaheim, California (page 23)

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Anaheim, California (page 15)



ORANGE COUNTY LOCATION MAP



RESIDENTIAL

- LOW DENSITY
- LOW-MEDIUM DENSITY
- MEDIUM DENSITY

PARKS & RECREATION

- NEIGHBORHOOD PARK SITE
- COMMUNITY PARK SITE
- PROPOSED PARK SITE
- SPECIAL PARK SITE
- GOLF COURSE

SCHOOLS

- ELEMENTARY SCHOOL SITE (K-3)
- ELEMENTARY SCHOOL SITE (K-6)
- JUNIOR HIGH SCHOOL SITE
- HIGH SCHOOL SITE
- PAROCHIAL SCHOOL SITE

CONSERVATION

- WATER USES
- FLOOD CONTROL CHANNEL

OTHER PUBLIC FACILITIES

- LIBRARY
- FIRE STATION
- POLICE STATION
- MUNICIPAL COURT
- CIVIC CENTER

INDUSTRIAL

- GENERAL INDUSTRIAL

COMMERCIAL

- GENERAL COMMERCIAL
- NEIGHBORHOOD SHOPPING CENTER
- COMMUNITY SHOPPING CENTER
- REGIONAL SHOPPING CENTER
- COMMERCIAL PROFESSIONAL
- COMMERCIAL RECREATION

OTHER

- POWERLINE EASEMENT
- ANAHEIM CITY LIMITS

CIRCULATION

- COLLECTOR
- SECONDARY HIGHWAY
- PRIMARY HIGHWAY
- MAJOR HIGHWAY
- EXPRESSWAY
- FREEWAY
- FREEWAY ON AND OFF RAMP
- RAILROAD
- HELIPORT

ANAHEIM, CALIFORNIA
ANAHEIM GENERAL PLAN

CITY COUNCIL
Jack C. Dutton, Mayor

CITY PLANNING COMMISSION
Dan L. Rowland, Chairman

November 1969

SCALE

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